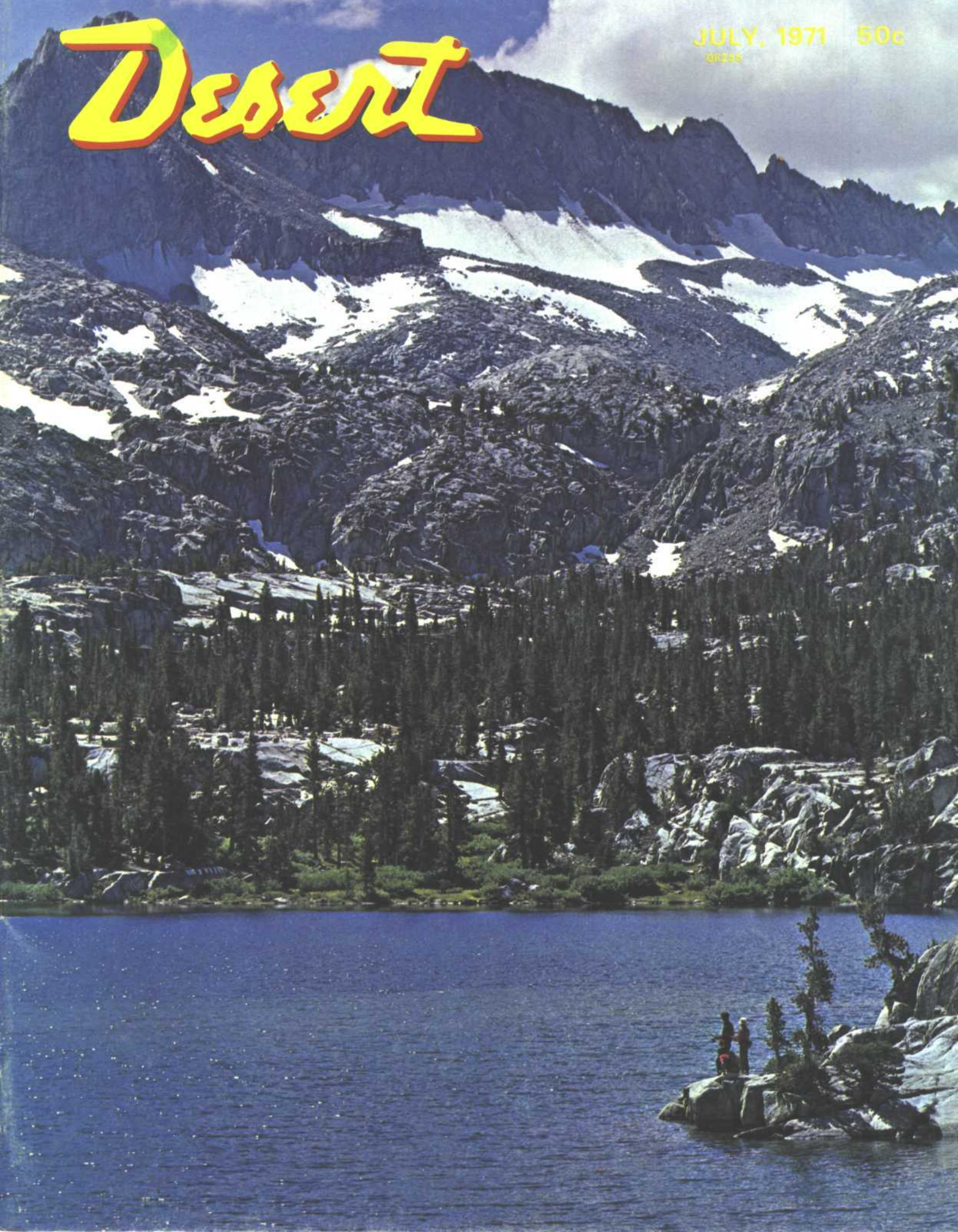


# Desert

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# Lone Pine, California...

where  
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begins!



*Lofty Mt. Whitney*

The trail to the top of 14,495-foot Mt. Whitney, highest point of the contiguous 48 states, is not too well marked and is rough in spots, but that did not prevent over 15,000 people, starting from Main Street and West Portal Road in Lone Pine, California, from attempting the climb to the top in 1970.

The road to Badwater in Death Valley, the lowest point in the western hemisphere, is an easy 2½-hour drive from the same spot in Lone Pine, California.



*A Lazy Stream*

Photos by Ed Warrensford

These two points are not the only attractions of Lone Pine, but they are certainly the most dramatic. As the point where your Eastern Sierra vacation begins; fishermen, hunters, hikers, rockhounds, bottle collectors, ghost town aficionados, prospectors, wildlife observers and for those who just want to relax, Lone Pine, California is the focal point for any and all of these pursuits.

Lone Pine is just 186 miles north of Los Angeles on the Pan Am Highway 395, which stretches from the Mexican border to the Canadian boundary.

One great point to remember: Vacations never end in Lone Pine. The winter season in Death Valley, year-round fishing in the Owens River, hundreds of back country lakes and streams, reached by pack horse, or on foot, one of the finest 9-hole golf courses in California, are ready and waiting just for you.



*The Lost City of the Alabama Hills*



*Sand Dunes Near Olancho*

Presented by Lone Pine Chamber of Commerce

WILLIAM KNYVETT, PUBLISHER  
JACK PEPPER, EDITOR

MARY FRANCES STRONG, *Field Trip Editor*  
GLENN VARGAS, *Lapidary Editor*  
K. L. BOYNTON, *Naturalist*  
JACK DELANEY, *Staff Writer*

**Desert**  
MAGAZINE

Volume 34, Number 7 JULY, 1971

# CONTENTS

## FEATURES

- THE SAGA OF THE BESSIE BRADY 8 *Al Millsbaugh*  
CRATER CAMP 12 *Mary Frances Strong*  
NANCY HOLLOWAY 14 *Marion Holbrook*  
INDEPENDENCE 18 *Mike Engle*  
EASTERN CALIFORNIA MUSEUM 18 *Helen Walker*  
MONTANA DE ORO 20 *Midge Embry*  
THE LIVELY MARBLE GHOST 24 *Mary Frances Strong*  
RECREATION UNLIMITED ALONG 395 26 *Jack Pepper*  
MINI-MOTH WITH THE MOSTEST 30 *K. L. Boynton*  
MONO COUNTY'S MINES OF MT. PATTERSON 34 *Betty Shannon*  
METEOR CRATER 36 *Pat Holmes*  
SNUG AS A BUG . . . INDIAN STYLE 42 *Elizabeth Beebe*

## DEPARTMENTS

- A PEEK IN THE PUBLISHER'S POKE 4 *William Knyvett*  
BOOK REVIEWS 6 *Jack Pepper*  
CALENDAR OF WESTERN EVENTS 40 *Club Activities*  
DESERT LIFE 40 *Hans Baerwald*  
RAMBLING ON ROCKS 46 *Glenn and Martha Vargas*  
LETTERS TO THE EDITOR 51 *Reader's Comments*



### THE COVER:

There are 2,000 lakes and 5,000 miles of streams on the eastern slope of the Sierra Nevada Mountains. Blue Lake, near Bishop, California, exemplifies this recreational wonderland which is a paradise for anglers and lovers of beauty. Photo by David Muench, Santa Barbara, California.

ELTA SHIVELY, *Executive Secretary*

MARVEL BARRETT, *Circulation Manager*

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## A Peek in the Publisher's Poke

**T**HIS ISSUE brings sadness with the passing on of two friends of the desert. Stephen Albert "Desert Steve" Ragsdale, founder of Desert Center, California, the town with the "100-mile-long main street," died at his home in Pinyon Crest in the Santa Rosa Mountains, at the age of 88.

Desert Steve at one time held almost 1,000 acres of the desert at Desert Center. Crossing the 100-mile stretch of desert between Indio and Blythe, his service station with free water for automobile or

more-often-than-not thirsty driver, was a welcome sight to many a desert traveler.

It was in 1947 that he wrote an epitaph for himself: "Steve was not a booze-guzzling bureaucratic, dole-mooching un-American, new deal . . . Dirty Dealer."

Johnny Pounds, editor of *The Treasure Hunter*, called just as we were going to press with the sad news that Barry Storm had passed away in the Veteran's Hospital in Long Beach. He would have been 61 on June 4.

A life-time treasure hunter, Barry devoted many years searching for the mysterious Lost Dutchman Mine in Arizona's Superstition Mountains. His book, *Thunder Gods Gold*, is an account of his adventures in the Superstitions. First published in 1967, it is out-of-print. Barry had hundreds of friends who will miss visiting with him at his former Chiriaco Summit ranch.

In an article appearing in the May issue about a 4-wheel-drive trip, I perhaps caused some confusion by not making it clear that the area in which the cinder hills appear is part of the Coconino National Forest and is adjacent to Sunset Crater National Monument. The Forest Service has roads in the area of the cinder hills and a study is being made of the effects of off-road travel and hill climbing. Until the results are made public, it is the belief of the service that in the best interest of our resources, that we do not encourage off-road travel in the Cinder Hills. So stay on their roads. It's still a great place to enjoy the outdoors.

A group of Good Samaritans have got together and come up with an unusual service for California desert travelers in the 100-miles from Morongo Valley through Amboy to Essex. Vehicle breakdown, heavy blow sand conditions, loss of direction—all can be problems to the desert traveler, so the group, which calls themselves the React Team, monitor channel 9 on the Citizen's Band radio 24 hours a day, seven days a week.

Serving the communities of Landers, Yucca Valley, Joshua Tree and Twenty-nine Palms the team has been welcomed by remote cabin and home owners who have been faced with emergencies. A good number to remember: Channel 9, KDQ 8760.

With the ever-increasing cost of postage, it is imperative that letters requesting answers be accompanied by a self-addressed and stamped envelope. Queries not complying with this request cannot be answered.

# Desert Magazine Book Shop

**GHOST TOWNS OF ARIZONA** by James and Barbara Sherman. If you are looking for a ghost town in Arizona this is your waybill. Illustrated, maps, township, range, coordinates, history, and other details make this one of the best ghost town books ever published. Large 9x11 format, heavy paperback, 208 pages, \$3.95.

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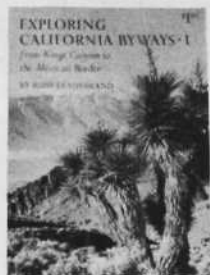
**SPEAKING OF INDIANS** by Bernice Johnston. An authority on the Indians of the Southwest, the author has presented a concise well-written book on the customs, history, crafts, ceremonies and what the American Indian has contributed to the white man's civilization. A MUST for both students and travelers touring the Indian Country. Heavy paperback, 10x7 format, illustrated, 112 pages, \$2.50.

**LOST MINES OF DEATH VALLEY** by Harold Weight. This is a new approach to the enigma of Death Valley Scotty's life and legends and gives additional insight into the Lost Gunsight and Breyfogle bonanzas, plus other Death Valley mysteries. Paperback, historic photographs, reference material, 86 pages \$2.50.

**TRAVEL GUIDES TO BAJA CALIFORNIA** by Ken and Caroline Bates. Published the Editors of Sunset Books, this is a useful book on Baja and should be a companion piece to Gerhard and Gulick's *Lower California Handbook* and Cliff Cross's *Baja by Road, Airplane and Boat*. The Bates' book takes the reader to the people with text, photographs and maps. Anyone going to Baja should have all three books. Large 8x10 format, heavy paperback, 80 pages, \$1.95.

**LET'S GO PROSPECTING** by Edward Arthur. Facts and how-to-do-it on prospecting are presented by the author who has spent 30 years searching for gems and minerals in California. For those who think there are no more valuables left in California, they will find a new field in this informative book. Includes marketing data, maps, potential buyers for discoveries. Large 8x10 format, illustrated, heavy paperback, 84 pages, \$3.95.

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**GREENWATER** by Harold Weight. Called the "monumental swindle of the century" this is the story of the 1906 stampede to the Black Mountains and how \$30,000,000 disappeared. Paperback, historic photos, 34 pages. \$1.00.

**PALM CANYONS OF BAJA CALIFORNIA** by Randall Henderson. The beautiful palm canyons and isolated areas of Baja California are described by the late Randall Henderson, founder of DESERT Magazine. Although these are his personal adventures many years ago, little has changed and his vivid writing is alive today as it was when he first saw the oases. Paperback, illustrated, 72 pages, \$1.95.

**MCKEL'S DESERT FLOWER BOOK** by Henry and Beverly Mckel. The well-known painter of desert wildflowers has combined his four-color sketches and black and white photographs to describe in detail so the layman can easily identify wildflowers, both large and small. Microscopic detail makes this an outstanding book for identification. Special compressed fiber paper which will not stain. 54 full-color illustrations with 72 life-size drawings and 39 photographs, 316 pages, \$5.95.

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**LOST MINES & BURIED TREASURES ALONG THE OLD FRONTIER** by John D. Mitchell. The second of Mitchell's books on lost mines which was out-of-print for many years is available again. Many of these appeared in DESERT Magazine years ago and these issues are no longer available. New readers will want to read these. Contains the original map first published with the book and one pinpointing the areas of lost mines. Mitchell's personal research and investigation has gone into the book. Hardcover, 240 pages, \$7.50.

**INYO MONO JEEP TRAILS** by Roger Mitchell. Author of DEATH VALLEY JEEP TRAILS, veteran explorer Mitchell takes you on 18 different 4-wheel-drive trips into the Sierra Nevada Mountains, where he explores ghost towns, Indian territory and scenic canyons and mountain passes. Paperback, 36 pages, illust., \$1.00.

**DUTCH OVEN COOKBOOK** by Don Holm. Wildlife editor of the Portland Oregonian, the author has spent his life exploring and writing about the outdoors, so his recipes for preparing food in a Dutch Oven come from experience. If you haven't had food cooked in a Dutch Oven, you haven't lived . . . and if you have you will find these recipes new and exciting culinary adventures—as well as his style of writing. Heavy paperback, 106 pages, \$3.95.

**THE CALIFORNIA DESERTS** by Edmund C. Jaeger. Revised 4th edition is standard guide to Mohave and Colorado deserts with new chapters on desert conservation and aborigines. Hardcover. \$4.95.

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# Book Reviews

by Jack Pepper

*During the past month we received ten new books from national and regional publishers for possible review. All of them were rejected on grounds they did not meet our (and your) standards, they were not factual and showed a definite lack of historical research or the subject was not of interest to DESERT readers.*

*Because of the above criteria we review only one out of every three new books sent to us. This month, however, we couldn't find one out of ten. Fortunately, just before deadline, we*

*received a shipment of two books on lost mines and buried treasures which have been out of stock for many months.*

*Although long-time readers and lost mine buffs probably are familiar with the authors, I am reviewing their books again for new subscribers—and because, after rereading their works, I enjoyed them as much as the first time.*

**CORONADO'S  
CHILDREN  
Lost Mines and  
Buried Treasures  
of the Southwest**

By

**J. Frank Dobie**



J. Frank Dobie was not only a pioneer of the early West, he was also a pioneer of great writers who described in vivid and first-hand accounts the moods of the West and the men and women who lived and died as they fought for their individual freedoms.

Dobie was a scholar who could have lived a passive life teaching in the East, but who rejected those comforts to be with the people he loved and understood. His many books on the West today are classics and rank with those of Zane Grey.

*Coronado's Children* is not fiction, although it is a tale of legends. As Dobie talks to his *companeros* around a campfire, the dialogue of the "lost treasure" is enhanced by factual background and history supplied by the author. Teachers in grade and high schools would be swamped with book reports if they assigned Dobie's books, which are just as—if not more than—factual as many text volumes.

As for Dobie's ability to write, here is his first paragraph of the introduction to *Coronado's Children*:

"These tales are not creations of mine. They belong to the soil and to the people of the soil. Like all things that *belong*, they have their roots deep in the place of their being, deep, too, in the past. They are an outgrowth; they embody the geniuses of divergent races and people who, even while fiercely opposing each other, blended their traditions.

"However all this may be, the tales are just tales. As tales, I have listened to

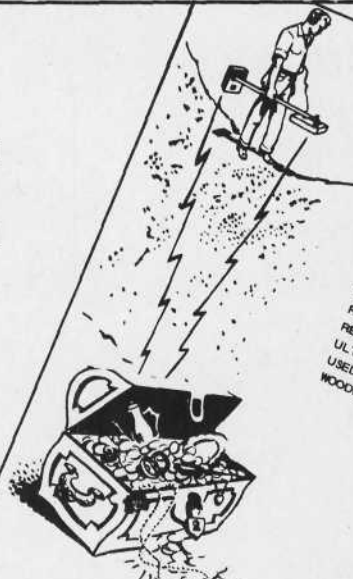
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them in camps under stars and on ranch galleries out in the brush. As tales, without ethnological palaver, I have tried to set them down. So it is with something of an apology that I make even a brief explanation before plunging into a veritable Iliad of adventures."

His "Iliad of adventures" starts with Coronado's search for the Seven Cities of Cibola in 1542 to Dobie's own search for the facts and legends about "lost treasures" during his lifetime of adventures. Hardcover, 367 pages, \$3.95.



**BURIED  
TREASURE  
AND  
LOST MINES**

By  
*Frank L. Fish*

Frank L. Fish, a "treasure hunter" who spent 42 years of his life looking for lost mines and buried gold died "under mysterious circumstances" in his museum and curio shop in Amador, California in the heart of California's Gold Rush Country.

Although his death was officially called suicide, his biographer and friend, Lake Erie Schaefer, in her book *Dead Men Do Tell Tales*, maintains he did not take his own life in 1968 and that he died a "strange and untimely death."

The value of *Buried Treasure and Lost Mines* is not so much in its content (for which the reviewer does not vouch for facts), but in its shotgun approach to the hundreds of legends of lost mines covered by the author who combined his imagination with his personal experiences. I am at a loss to separate fact from imagination.

Whereas *Coronado's Children* by J. Frank Dobie, as reviewed in this issue, is a masterpiece of Americana literature, both *Buried Treasure and Lost Mines* and *Dead Men Do Tell Tales* are in the category of western who-done-its. And, as such, they make fascinating reading. Also, Frank Fish had gold nuggets, buried treasure and hundreds of other valuable items on display in his Amador museum where his body was found. So who am I to doubt his claims?

*Buried Treasure and Lost Mines* by Frank Fish, paperback, illustrated with photos and maps, 68 pages, \$2.00. *Dead Men Do Tell Tales* by Lake Erie Schaefer, paperback, illustrated, 80 pages, \$3.00.

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# The Saga of the Bessie Brady

by Al Millspaugh



**I**N 1872, THE steamship Bessie Brady began her maiden voyage. It was the start of a service that would last years within sight of Mt. Whitney, the highest mountain in the continental United States. The steamship navigated a lake that hardly exists today. She carried a cargo of charcoal from kilns now decaying in towns that do not appear on most modern maps.

The Cerro Gordo mines, high in California's Inyo Mountains, were operating at full capacity in 1870. The silver-lead ore was conveyed down the rugged mountain by cable and bucket to smelters at Swansea and Keeler on the eastern shore of Owens Lake. At that time, before the Los Angeles Aqueduct had been built, Owens Lake was full to the brim from the abundant waters of the Owens River.

The sparse forests of the Inyos were soon stripped of its pinyon and juniper trees to feed the hungry smelters, but across Owens Lake in the Sierra Nevada Mountains, there was an endless supply of fuel. On the eastern slope of the Sierras at Cottonwood Creek, a sawmill was built. Trees were cut into small blocks of wood which were sent streaming down a giant flume to the western shore of the lake where newly-constructed adobe kilns awaited them. The kilns turned the wood into charcoal and the first cargo of the Bessie Brady was ready for shipment.

The charcoal was delivered across the lake to the smelters and, on the return trip, she carried the silver-lead ingots to the docks of Cartago at the southern end of Owens Lake. From Cartago, the ingots were freighted 200 miles by wagon to Los Angeles. For the next few years, the steamship followed the route, enjoying the boom of the Cerro Gordo mines.

By 1880, it was all over. The Cerro Gordo mines were empty and the smelters turned cold. The charcoal kilns were decaying and the log stockpile lay dead in the Sierra Nevadas. Below the snow-capped peak of Mt. Whitney, the Bessie Brady disappeared from the lake whose blue waters would one day become a dry salt flat.

Although the Bessie Brady is gone, her history and that of Owens Lake, the Cerro Gordo mines, and the sawmill at Cottonwood Creek hasn't died. Their history can be relived by visiting the places that link them together. The decaying char-



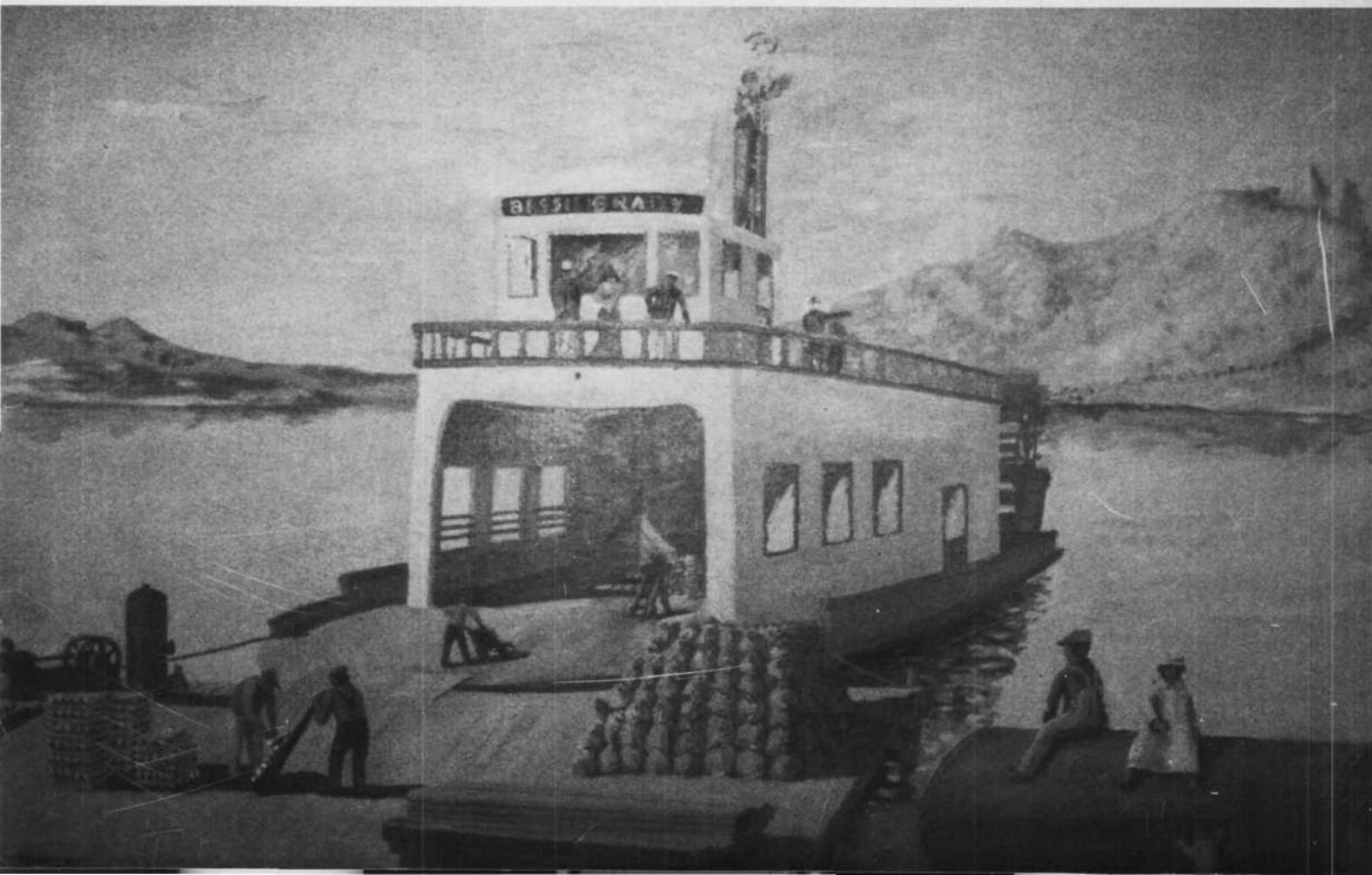
coal kilns, which sit like giant bee hives in the desert, can be seen on the west side of the lake. Turn off U.S. 395 at the sign just north of Cartago and drive a short distance to the east. A short walk beyond the kilns will take you to the marshy and salt-crusted shore of the lake. It was here the steamer was loaded with charcoal and lumber for her trip across the lake to the smelters at Swansea and Keeler.

With a little imagination as you look at the few remaining piers, you can see the little stern-wheeler being loaded. At the open bow, cargo is being carried into the 6-foot-deep hold above the main deck. A glassed-in pilot house stands above the hold and provides a full-length view of the steamer from bow to paddle wheel. She is 85 feet long and 16 feet wide with a carrying capacity of 100 tons.

Around the lake to the eastern shores on State 190, the town of Swansea has disappeared into the past and only the ruins of the old silver and lead smelter remain. The decaying brick furnace and few scraps of metal are preserved for visitors who want to look into the colorful past of Owens Valley. There is no evidence of that day in July, 1874 when



*Beacon light from the Bessie Brady (opposite page) and color painting by William McKeever of the famous steamship (below) are on display at the Independence museum. Although now dry, Owens Lake's historic landmarks, such as the charcoal kilns (above), can still be photographed only a mile from U.S. 395.*



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a cloudburst struck Cerro Gordo and the water rushed down the mountain toward Swansea. The fire in the furnace was drowned and thousands of cords of wood and tons of charcoal were washed out on the plain between the town and the lake.

South of the site of Swansea, the town of Keeler still stands, faded to a small mining community on the shore of Owens Lake where the steamship at one time was loaded with her precious cargo. Above

Keeler, a dirt road twists its way up to the Cerro Gordo mines. Ore buckets suspended on rusty cables can still be found along the old road.

Back across the lake, another road into history leads up Cottonwood Creek into the Sierras toward the site of the old sawmill. A short hike at the end of the road is required to view what's left of the mill, the cabins, the wooden flume and the uncut logs. A tragic loss occurred a few years ago, when fire destroyed the wooden framework of the sawmill.

Cartago, on the south end of the lake, still lives today as a small ranch town. Near it, with permission from the property owners, visitors can see the stone piers of the wharf where the silver-lead ingots were unloaded from the lake steamer for shipment to Los Angeles.

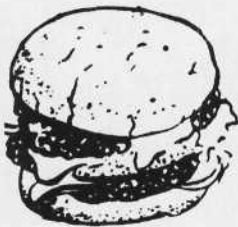
The final leg of reliving the history of the steamer is the museum at Independence. In it, the story of the Cerro Gordo mines can be seen. Pictures and relics of the early pioneers of Owens Valley are preserved. And also preserved is the last remnant of the lake steamer—the light that shone its beacon over the dark waters of Owens Lake where the Bessie Brady cruised her way into history. □

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## SIERRA NEVADA ARTICLES IN DESERT BACK ISSUES

The following back issues of Desert Magazine have additional and detailed information on Owens Valley and the eastern slope of the Sierra Nevada Mountains.

Ancient Bristlecone Pines—July '70.

Death Valley; Owens Lake Ghost Towns—Nov. '70.

Camp Independence—Oct. '69.  
 Mammoth Lake Area and Inyo Crater Lakes—Sept. '69.

Eastern Sierra Campsites; Baker Lake—Aug. '69.

Laws Railroad Museum; Onion Valley—July '69.

Convict Lake; Lone Pine's Escarpment—Aug. '68.

Mono Lake—Aug. '67.

The above complete issues have not only these articles, but other illustrated features about interesting areas in the West. They're available by sending 50 cents each to Desert Magazine, Dept. SN, Box 1318, Palm Desert, California 92260.

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# CRATER

# CAMP

A graded passenger car road from Big Pine to Death Valley takes you past the "front door" of historic Crater Camp and through scenic mountain passes and arid desert landscapes.

**A**N UPSTART, when compared to the mining towns of the 1800s, Crater Camp has only been in existence for a little more than a half-century. Nestled in a high canyon of Inyo County's Last Chance Range, in Southern California, the old camp has been an on-again, off-again ghost since 1917. Through it all, she has remained remarkable well-preserved.

This is due, without doubt, to the remoteness of the site which, until recently, involved a long, rough trip with only the more adventurous traveling the back

country trail. These were the people who appreciated desert country and its contents; who found pleasure in visiting its old mines and camps while respecting the property of others. They left Crater Camp intact for those who followed to enjoy.

In recent years, Inyo County has developed a new route from Big Pine into Death Valley. This scenic drive climbs steep, narrow canyons; crosses broad, high summits; plunges into deep valleys and travels through one of the County's finest desert wilderness areas. It also

leads by the front door of Crater Camp.

After a drive of over 40 miles across the Inyo and Saline Ranges plus Eureka Valley, where there is a noticeable lack of human habitation, it is quite a surprise when Crater Camp looms into view.

## ROAD LOG

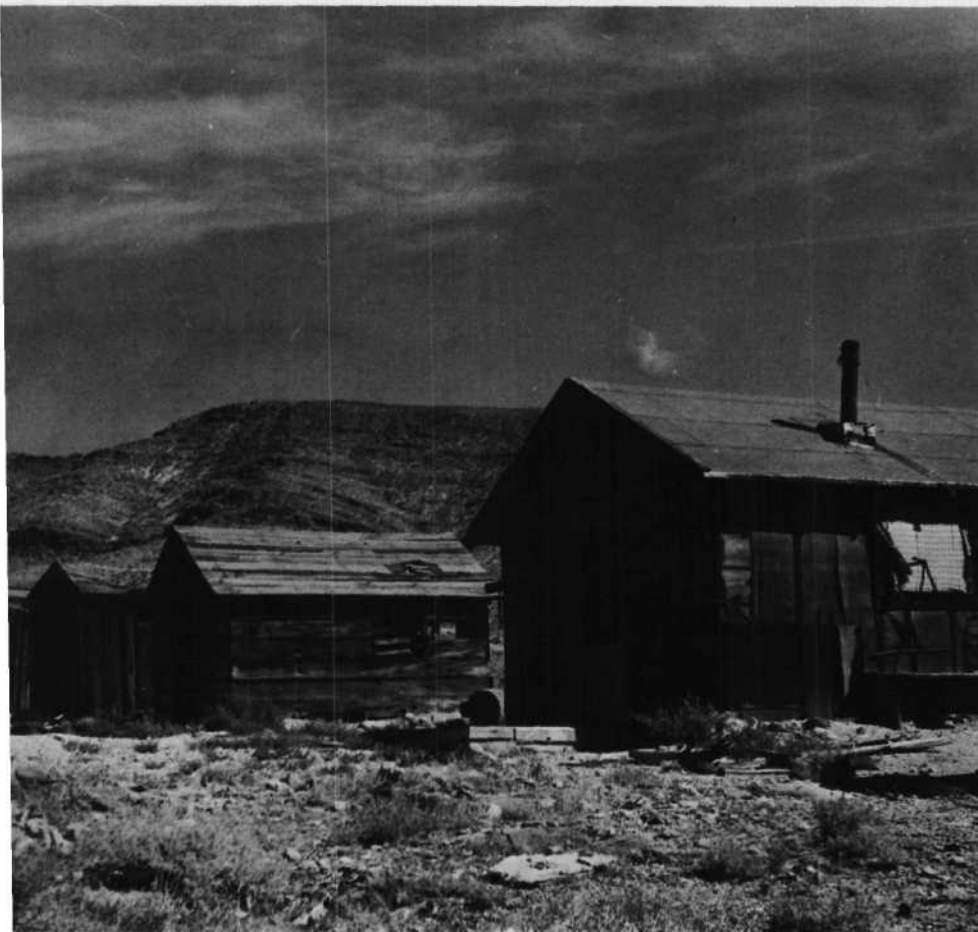
Mileages are not accumulative

- 0.0 Turn east on State Route 168 just north of Big Pine. (A good Inyo County campground is located on the southeast corner.)
- 1.3 Turn right onto Death Valley-Saline Valley Road.
- 12.6 Keep ahead. Saline Valley Road on the right.
- 22.9 Keep ahead. Road on right to Sand Dunes.
- 4.8 Crater Camp and Crater Sulphur Mine.

A sign "Crater Mine, United Sulphur Co., subsidiary of Allied Chemical, Houston, Texas" announces the largest known deposit of sulphur in California. Crater Camp is the result of these rather extensive mining operations which have yielded almost a third of the state's total sulphur production during the period of 1865 to 1954.

A half-dozen buildings remain in Crater Camp and there are indications a sizeable crew once comprised the work force. An inspection tour gives evidence that families, as well as miners, lived in the camp. How they managed to supply their everyday needs and schooling for their children is always a point to ponder when visiting such isolated camps.

Two claims—the Crater and the Gulch—have been developed with the opera-



*Crater Camp in the Last Chance Range is the site of an extensive sulphur deposit. This is private property — so look and enjoy, but do not collect or disturb.*

by  
Mary  
Frances  
Strong

Photos by  
Jerry Strong

*A juniper tree stands alone  
in front of snow-covered Sierra  
Nevada Mountains as you  
approach Crater Camp from the  
Summit in the Inyo Range.*



tions centering on three main ore deposits. The sulphur was mined from seams in rhyolite and tuff with high-grade ore occurring in fractures—one of which was four feet wide and contained almost pure sulphur. The ore beds were formed by the leaching and reduction of gypsum in the limestone beds and by solfataric action, the latter being the result of fumaroles giving off sulphurous vapors. Many of the seams and vugs contained well-developed sulphur crystals.

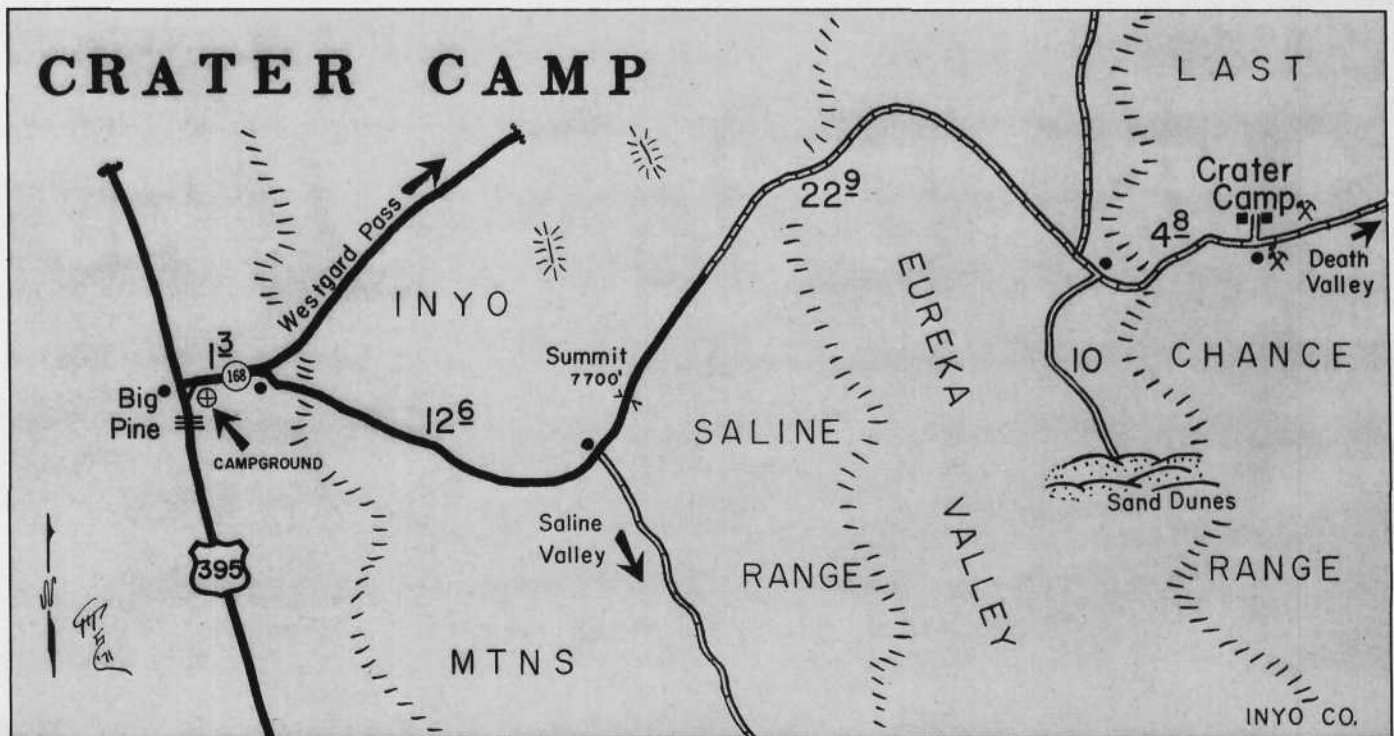
The deposits have had a long history

of ownerships with their peak period of activity from 1928 to 1943 when 48,000 tons of 100 percent sulphur ore was produced. Since 1945, there have been intermittent attempts at mining and recently some exploratory work was scheduled. The lack of water and high shipping costs have been the main deterrents of further development.

Crater Camp is an interesting locale to visit, as long as one remembers it is private property and not abandoned. A nice sulphur specimen may be added to your collection or possibly a middle-aged bot-

tle if this is more to your liking. You will also enjoy the 10 mile side trip to the sand dunes in Eureka Valley. Or, you may wish to continue east into Death Valley.

Best of all, Crater Camp offers an excuse to visit another of the desert's fascinating, back country areas. It provides an opportunity to explore along historical trails and find delight in the miles and miles of quiet, wide-open spaces. Whether Crater Camp, the on-again, off-again ghost, is active or asleep—you will enjoy meeting her. □



# NANCY HOLLOWAY

by  
Marion  
Holbrook



*Nancy Holloway,  
circa 1857*

Photo  
courtesy  
California  
State Library

---

**As Nancy Holloway watched in horror, her husband and baby were massacred—and then she was scalped by the renegade Indians. Although surviving the ordeal, she lived a tragic life. Her story is a tribute to the pioneer women of the West.**

---

**S**OME DAY I'm going to take you to California." That was the promise Smith Holloway made to Nancy Ann Bush the day he married her in the little schoolhouse in Rockport, Missouri. It was on June 14, 1854, that Reverend Jesse R. Allen joined the young couple in matrimony in the presence of family and friends.

Nancy thought Smith the bravest and most ambitious young man she knew. He was ambitious, and a hard worker—but

also stubborn and foolhardy. These traits led to the tragedy that changed Nancy's life and brought about his own death at the hands of savage Indians just three years later.

It was the 17th day of May, 1857, when the Holloways headed for California. They joined a wagon train under the leadership of a Captain Roundtree. By that time they had a little daughter two years old.

Making up the entire train was a group consisting of eleven men, ten women, and

sixteen children, the youngest just two months old. There were eight wagons in all. The Holloway's outfit consisted of three wagons, called prairie schooners, having an oval top cover of white duck. They had oxen, some horses and mules and a large drove of stock intended for market in California. Jerry Bush, Nancy's 21-year-old brother, accompanied them, as well as two hired men.

They followed a route through Nebraska and onto the plains. The going was slow and arduous, with the faithful oxen pulling the wagons through dust so thick it sometimes covered the hubs. They were fortunate to make 18 miles a day, what with the stops to rest and make a meal, and early evening stops to set up camp and feed the animals. They set out early in the mornings before the sun got too hot.

After eight days of traveling, the train crossed the Platte River and proceeded toward Fort Laramie. They saw friendly Sioux Indians there. Continuing westward they reached the Green River and followed its banks until they arrived in

Utah Territory. It was there they first heard rumors of Indian trouble in the vicinity.

Thousands upon thousands of emigrants had trailed through the lands that the Indians had always considered their own. The grasses had been trampled under foot, the springs drunk dry, and dead cattle abandoned in the watercourses. The Indians had been shot at when glimpsed in the brush. It was inevitable they would fight back. To worsen matters, white renegades, deserters and thieves who had fled from justice in California, had leagued themselves with the Indians and encouraged them in acts of barbarity.

The situation was extremely dangerous along the Humboldt River, which the Holloway party reached in August. The trailworn party had been advised it would take a month to travel downstream. Feed was scarce and alkali lay at intervals along the banks. It was dangerous for the animals to drink from the brackish sluggish water. The willows along the banks of the river were often used as cover by the Indians.

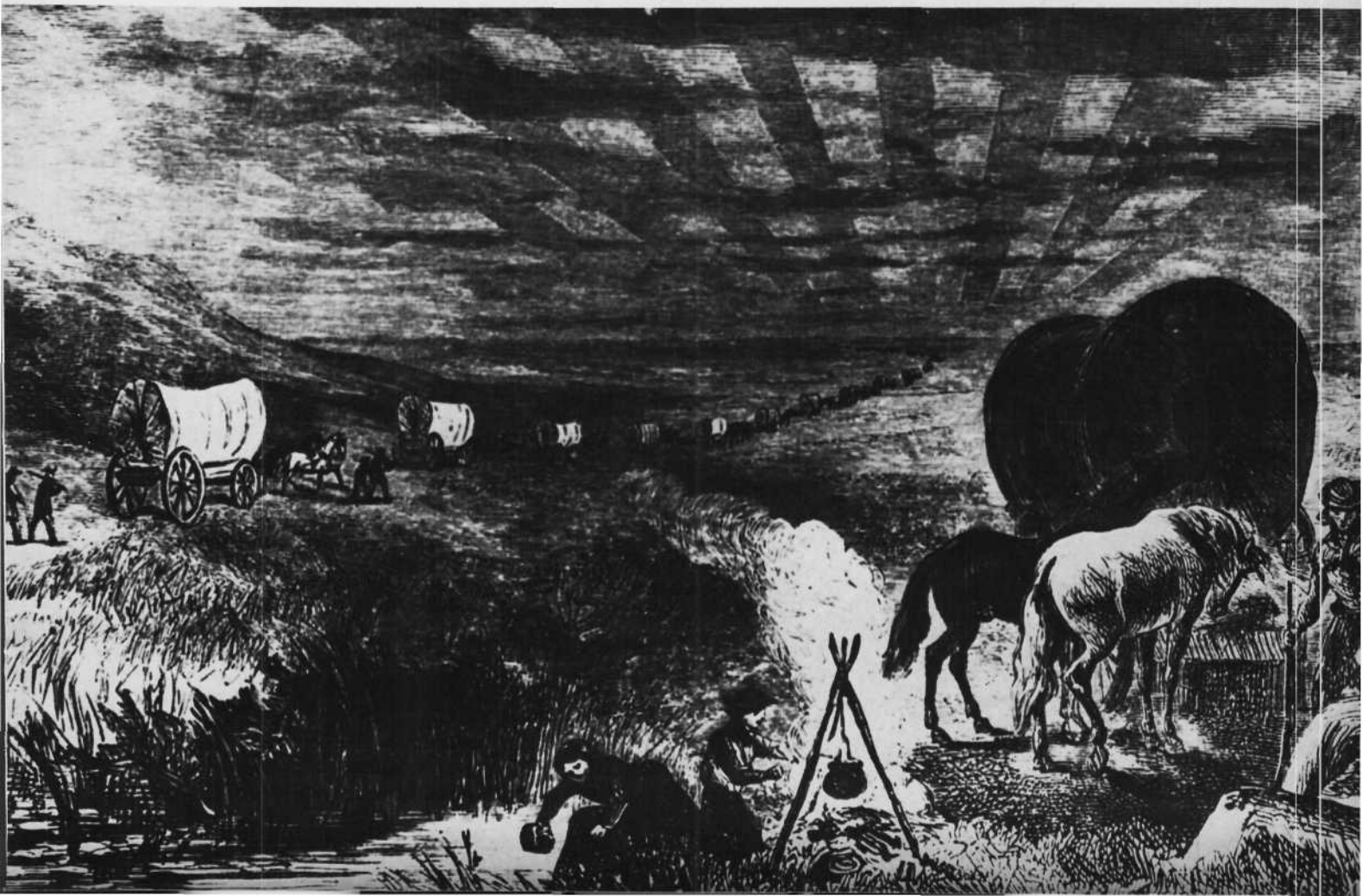
As evening approached on the night of August 13th, 1857, it was decided to make camp at a spot about 30 miles east of where Winnemucca, Nevada, is now located, a few miles west of Battle Mountain. Captain Roundtree sent a rider along the train with the following message: "All parties will camp together well away from the river." Smith Holloway had not concerned himself too much about the agreement made in the beginning regarding Captain Roundtree's leadership of the company. Again he proceeded to ignore the precaution.

Three friends of the Holloways, Mr. and Mrs. Callum and a Mr. Hattlebaugh, decided to camp with them along the river's edge. They spent a quiet evening around the campfire and retired early. They were out of sight of the rest of the wagons. The Holloways had set up a small tent. Jerry and one of the hired hands bedded down by the fire and the others slept in the wagons.

Morning came and Smith was the first to rise. He began to make the fire and called cheerfully to the others, "Get up,

*Nancy Holloway's train was probably similar to this one shown in the artist's "Emigrants Crossing the Plains."*

Courtesy California State Library.





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everyone. No Redskins in sight." Those were his last words. A volley of shots and a hail of arrows flew towards the camp. Smith Holloway fell dead across the campfire. Jerry Bush rolled from his blankets, grabbed his rifle and returned the fire. He was quickly wounded in the side and the hired man, Joe Blevens, was killed.

Jerry knew he was hurt too badly to go to his sister's aid. But he managed to crawl out of sight of the screaming savages and with the aid of willow branches lower himself down a steep bank to the water's edge. He made an attempt to swim the river, but was too weakened by his wound and only succeeded in losing his rifle. He made it back to the bank and hid from sight.

Back in camp Mrs. Callum had lost her life. Mr. Callum and Mr. Hattlebaugh jumped from the backs of the wagons and fled. No trace of them was ever found. The other hired man, Bird Lawles, who had been ill and slept in one of the wagons, was killed by a tomahawk.

Nancy had awakened at the first sound of the gunshots. She huddled inside her

tent with her little daughter for a time and then crept out. Looking about her in anguish, she cried in horror as she saw her husband's dead body. Seeing no sign of her younger brother, the screams crowded into her throat. She choked them back as she saw the Indians approaching her. Standing there with bare feet in her long nightgown with her child huddled by her side, she did not know whether to stand her ground or to run.

Suddenly, upon impulse, she put her hands out toward them pleadingly. Paying her no heed they continued towards her with wild war whoops. She reached down to pick up her baby and run but was immediately felled by a bullet and a shower of arrows. Falling to the ground she was quickly surrounded by the Indians.

Although badly wounded, Nancy remained conscious. Calling upon the Lord to give her strength, she remained motionless and did not even cry out when the savages tortured her by pulling the arrows from her back and jabbing them again into her body. Convinced she was dead, they then proceeded to cut the scalp from her head. Praying they would spare her little girl, she lost consciousness.

It was nearly an hour's time before the rest of the wagon train drove within sight of the Holloway camp. Indians were still trying to round up the stock and plundering the wagons. When they saw the large party coming they fled, dropping much of their plunder. The men began to work to bury the dead, gather up what stock was left, and the scattered possessions the Indians had left behind. One thing recovered was the scalp taken from Nancy's head. As they started to lift Nancy, thinking her dead, they were astonished to hear her moaning deliriously. The broken body of her baby was found next to a wagon wheel.

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Jerry crawled from his hiding place and he and Nancy were carried to one of the wagons. The party stayed in camp a few days until Jerry was better and Nancy able to travel. Captain Roundtree took them both to The Meadows on the Feather River. When Nancy was well enough, an uncle, Perry Durbin, came and took her and Jerry to live in Suisun. Later, Jerry settled in Ukiah and lived there for some years.

About a year following the massacre, a member of the wagon train attended a church meeting at Mark West Creek, in Sonoma County, California. He was surprised and delighted to recognize Nancy Holloway. He remarked to her about the long curls which fell to her shoulders. She explained that she had had a wig made from the scalp left behind by the Indians. She seemed well and happy until the massacre was mentioned, then she broke down and became somewhat hysterical over the tragic memories. Eventually the recurrence of those memories and constant brooding over the loss of her husband and child in such a tragic manner led to complete mental collapse. It was not many years later that she died in Napa City, California.

Every pioneer woman who left behind family, friends and prized possessions to venture toward the unknown was brave. One wonders how many others were forced to endure such torture as that suffered by Nancy Holloway. By exhibiting remarkable strength and courage, she managed to save her own life. Her story deserves more of a place in history than it has ever received. □

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# INDEPE

**I**N CALIFORNIA'S Inyo County, the communities of Chrysopolis, San Carlos, Bend City and Kearsage have melted into the past. Others, like Olancho, Lone Pine, Independence and Bishop stand like rigid mile posts along Highway 395.

All too often, in our search for the ghost towns and camps of the past, we overlook the living communities of today. Some of these are built upon a heritage of history. Independence is one of these.

When the first white explorers traveled through the Owens Valley, hundreds of peaceful Indians made their homes beside the Owens River. When the first cattlemen arrived in 1861, they paid little attention to the needs of these early inhabitants. The white man and his cattle destroyed much of the Indians' native grasslands and natural food sources. It was inevitable that a period of prolonged hostilities followed the arrival of the first white settlers.

*House (above) was built in 1863 and is near the Eastern California Museum (below) which has hundreds of historic displays.*

## The Eastern California Museum . . .

**Y**OU ARE bound to notice it, either coming or going, on California Highway 395. It is the redwood sign announcing and directing you to the Eastern California Museum turnoff, located near the center of town in Independence. Just a short distance in measured travel from the main road, but an exciting glance back into the historical facts concerning the area where you are headed, or where you have come from.

Its beginning dates back to May of 1928, when a group of citizens suddenly realized that their heritage and artifacts were in danger of becoming lost or stolen if they were not organized and preserved in a suitable location.

Those who gathered together to perpetuate this idea, incorporated their organization in 1930, under the laws of California. Through their combined efforts they secured space in the basement of the County Courthouse, thanks to the generosity of the Inyo County Board of Supervisors. With renewed enthusiasm, members began collecting and preserving items of their own, and those that had been gratefully donated to the museum.

Just a mere collecting of objects was not enough for the inspired group. They took on the task of locating and restoring all of the historical sites in their area of Inyo and Mono Counties. As if this

were not enough of a task, they looked at their neighbor, Nevada. Realizing that their history chronicle was in the same peril as their own, and the two areas being so closely related historically, they included Nevada in their restoration program.

Their efforts also were channeled toward research and study — facts were traced and dates and places were pinpointed. Members looked upon the entire area as one massive museum, anxiously awaiting their exploration.

Inside the new buildings, displays are offered in an informal atmosphere. Many objects are open for you to see, feel and witness the texture of time and hardship

# INDEPENDENCE

by Mike Engle

Charles Putnam was among the earliest of the settlers. The trading post he and a partner constructed on the banks of Little Pine Creek in August 1861 was the first permanent building in the valley. When the hostilities forced the white man to temporarily abandon the valley in 1862, Putnam's was deserted. Today, the site of Putnam's is marked by a bronze plaque on Edwards Street, near the center of Independence.

Throughout the early 1860s, cattlemen, miners and traders settled in small communities and camps. Many of these early settlements are Inyo's ghost towns of today. The continuous harassment by bands of marauding Indians eventually forced the settlers to send out a call for help. In 1862, Lt. Col. George S. Evans, with a detachment of the Second California Cavalry, arrived in the valley. He established a permanent camp near Putnam's and on July 4th, 1862, amid cheering

*Continued on Page 38*

*Courthouse (above) is fourth building on same site. Original blacksmith shop (below) is part of museum's "ghost town."*



## an historical travel break

by Helen Walker

laid upon them. You may look back at the way it all began in the geological displays. Artifacts of the early Indians are colorfully offered — arrowheads, beads, clothing, baskets, pottery and much more. The everyday tools that were necessities to maintain their primitive existence, their pleasures, travel and culture are on display.

White man followed the Indian into Owens Valley in search of gold. His wagon trails may have paralleled our highway of today. Burdensome paraphernalia was discarded along his path—many of which are treasured today, and you will find them on display at the museum. This vestige of their lives and activities,

greyed by time and weather, tells the story better than any written word.

In the Americana display, you will find personal belongings of the early pioneer families that have been proudly donated by relatives. Their new and graceful way of life still seems like a hardship to us today.

Along the side, and in the rear of the Museum, you can browse through the ghost town of yesteryears. There is a span of track with the old mining ore cars, a replica of the old assay office, blacksmith shop and other surprise items. In the planning are Indian villages, ranching equipment and many mining tools.

Perhaps you noticed a few of the historical sites marked along the highway. The Eastern Museum group has been responsible in bringing these to your attention. Some of their recent sites include: the caves at Camp Independence, which gave shelter to the soldiers while their post was being built in 1862; Cottonwood kilns at the mouth of Cottonwood Creek built in 1873 by Colonel Stevens; the grave site of the earthquake victims of March 26, 1872, near Lone Pine, California.

The Museum is open daily, and the staff will gladly answer any questions about the area. Take a travel break, and visit this historical review of the past: □



# MONTANA DE



by Midge Embry

**A**T THE end of each day during the summer when California's Morro Bay State Park becomes full, rangers send the overflow of campers to a virtually unheard of place, Montana de Oro State Park in San Luis Obispo County. Unfortunately, most of the campers go to nearby motels to wait for an opening at popular Morro Bay.

The few adventurous outdoorsmen continue south on Highway 1 until they

reach the small city of Los Osos, about nine miles away. Following the roadside signs the travelers drive down a winding road until, just at the end of their patience and spirit of adventure, they come upon a scenic ocean cove. On the left of the cove is an old home which is the ranger station and entrance to the Montana de Oro State Park and campgrounds.

The campgrounds are primitive and rugged, being in the transitional stage of

becoming a permanent campground. However, the site has been open to the public since 1965, the year of its purchase by the state. The campsites lie in a narrow valley, at the bottom of which runs a small, clear creek. Wildlife is in abundance, coming down in the evening to drink from the stream. Deer, silhouetted against the greying sky, dot the surrounding hillsides in the evening.

At night raccoons go food hunting,

often to the dismay of the unwary camper. The rangers even have a pet deer named Bambi which the campers' children follow around to feed and pet.

At one time the California grizzly bears were so prevalent in this area that they gave their Spanish name to the city and valley of Los Osos, the bear. The bears are now extinct, but numerous other animals have taken their place: opossum, brush rabbit, ground squirrel, gray fox, coyote, badger, weasel and skunk. The entire area is a bird refuge and over 100 different species were recorded in 1966, within a twelve-hour period.

A wide assortment of activity is possible. There is good ocean fishing in the cove. Rock cod and many types of ocean rock fish are particularly plentiful. Swimming and skin diving are also popular, as well as boating and abalone hunting. The beach is covered with colorful rocks and local shop owners from nearby Pismo Beach and Morro Bay come to Montana de Oro to get jade which they sell in their shops.

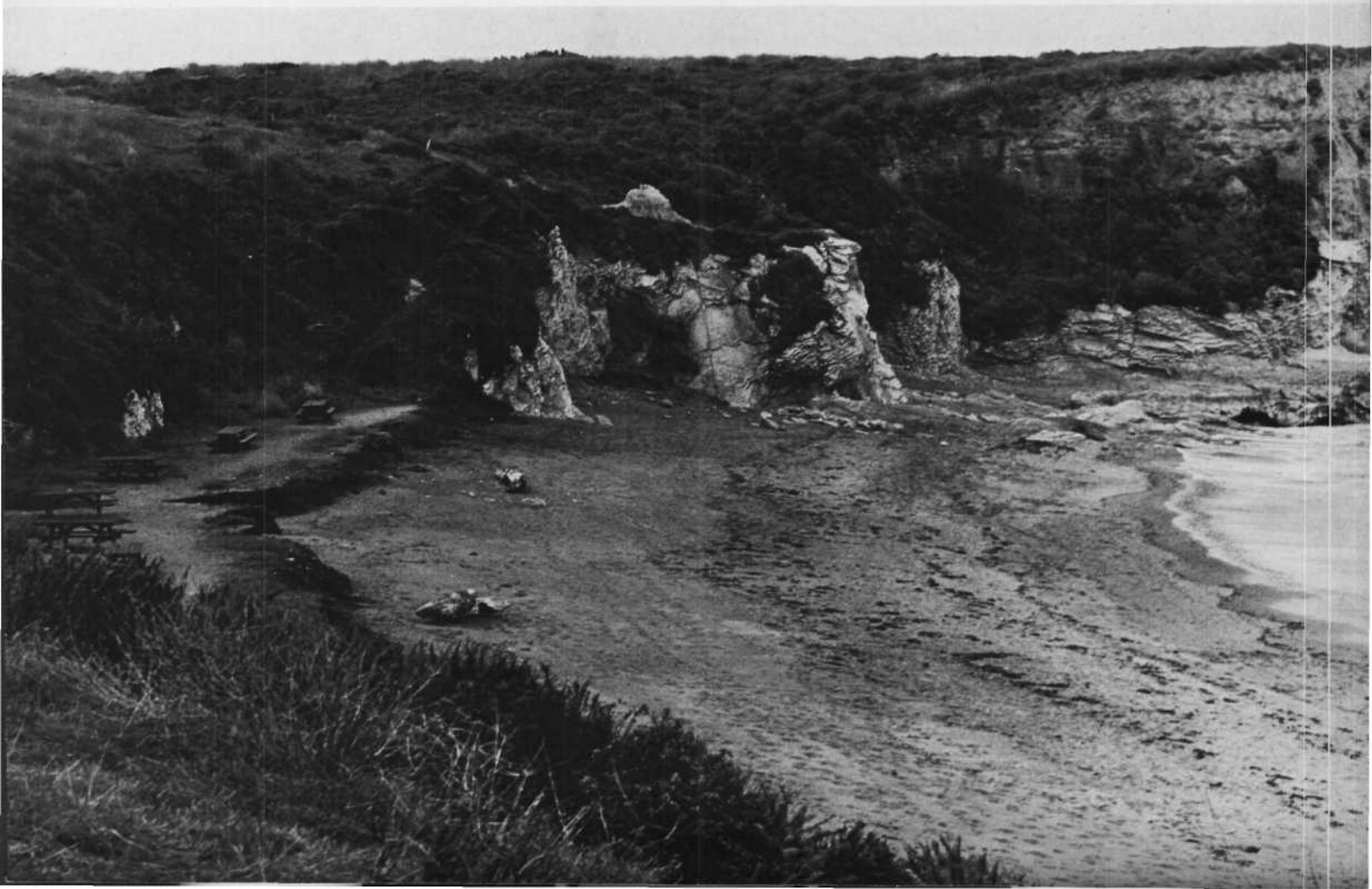
Because Montana de Oro is not yet a permanent campground, the drinking

*continued*



*Park rangers present slide shows and lectures in the original Spooner ranch house (opposite page). Wildlife is protected and deer (above) are tame. (There is another in the brush.) Spooner Cove (below) is ideal for swimming and collecting.*

*Photos by the author.*



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**AUGUST 12-15**

water has to be shipped in and kept in large metal containers about 15 feet tall. The trees surrounding the 50 campsites are young and consequently small. The campsites are provided with tables and woodstoves alongside tent or trailer space parking. Pit toilets are also located close by. The slight bareness and element of newness make one feel close to nature. The area is an inspiring delight for both the newcomer and the veteran in outdoor living.

The ocean cove, called Spooner's Cove, is named for Cornelius Spooner, a 19th



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Century farmer who lived on the present Montana de Oro property and who built the ranch house. State Park Ranger Robert A. Hanks says the cove is known by the local inhabitants as Smuggler's Cove. "Smuggler's Cove is a name attached to Spooner's Cove during the prohibition days when booze was routinely smuggled ashore in the Montana de Oro area from San Francisco and Los Angeles," he explained.

"The state bought Montana de Oro from Rancho Montana de Oro, Inc., a corporation which acquired the land through a bankruptcy action," according to Hanks. He adds, "A Mr. and Mrs. McAlister owned the property prior to the bankruptcy proceedings. It was Mrs. McAlister who gave the park its name

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# MONTAÑA de ORO

(SPANISH NAME - MEANS MOUNTAIN OF GOLD)

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when she remarked one spring day, when the California poppies and the monkey flowers were in full golden bloom, that the hill behind the ranch house looked like a "Mountain of Gold." Hence the Spanish translation, Montana de Oro.

The park includes approximately 6,825 acres of relatively unspoiled land and is a hiker's paradise. There are at present two developed trails and many roads which may be used by the hiker. From the end of Valencia Peak Trail, on a clear day, the view extends as far as 100 miles from Piedras Blancas in the north to Point Sal in the south.

The Montana de Oro State Park presents slide shows and other informative lectures in the evening for its campers. Located nearby is the Museum of Natural

History on White Point in Morro Bay State Park. The museum contains many displays showing the bird and animal life in the area as well as comprehensive information about the Indian tribes which used to dwell here. Local artists and state park employees have reproduced Indian art and relics and scenic hand painted backdrops for the displays. The museum presents lectures, slide shows and movies about the area's wildlife and history.

Montana de Oro State Park is just one of many places in the western coastal area available to campers and nature lovers, yet it is one of the few left today that is relatively undiscovered. There are two miles of rugged cliffs and beach areas along the Pacific Ocean, and within the park itself are two streams which run year-round, Islay Creek and Coon Creek. The most predominant geographical feature is Valencia Peak, 1,345 feet in elevation, which is surrounded by less conspicuous peaks that reach up to 1,500 feet. These peaks are generally covered with grass and chaparral. Here is a beautiful location for those who love the out-of-doors.



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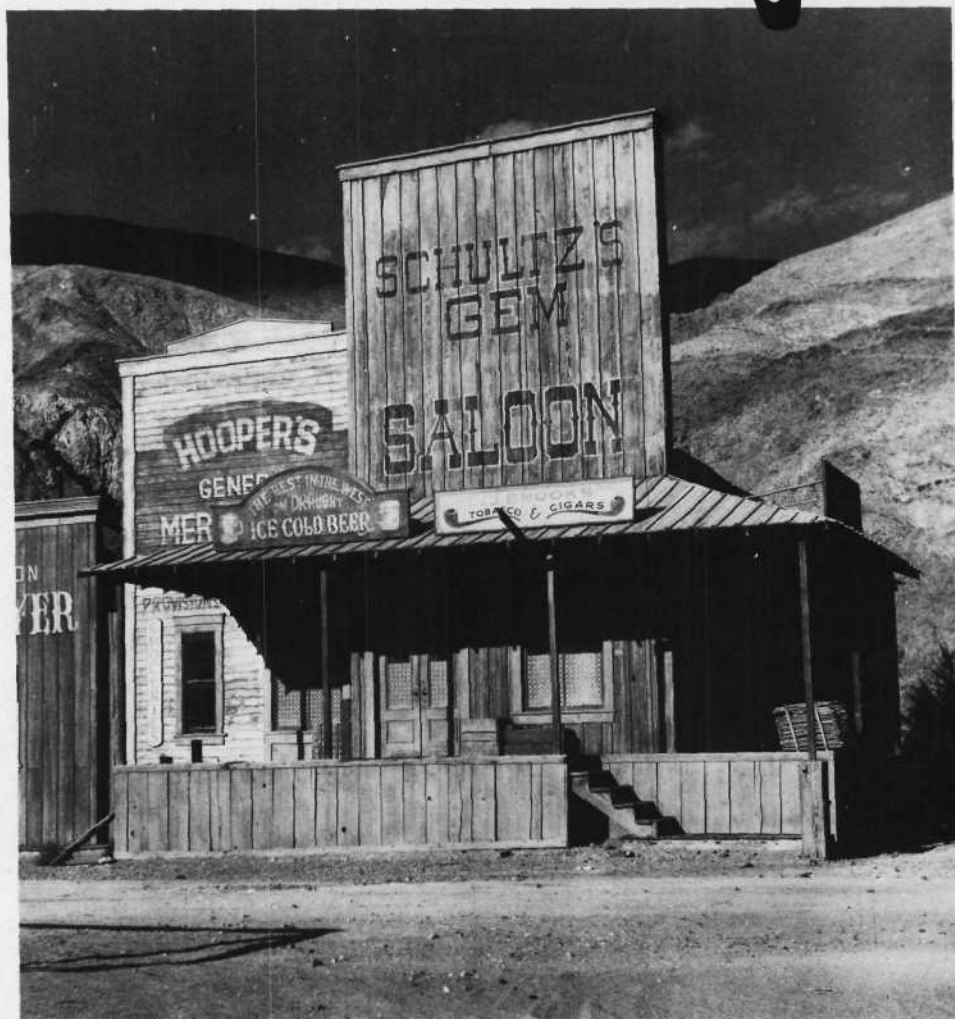


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# The Lively Marble Ghost



by  
Mary  
Frances  
Strong

Photos by  
Jerry Strong

**T**HE GHOSTLY effect is startling as you approach the plant of the Premiere Marble Products, six miles east of Lone Pine, California. The weathered buildings, an abandoned railroad and the empty, three-store business district appear to be remnants of an old mining town—and, they are! However, this is also the mill operation of one of the largest, underground marble mines in the western United States.

In these days of "down with the old, up with the new," it is heartening to find a company that is concerned with preserving standing mementos from its historic past. Unusual, too, is the invitation they extend "to visit the mines and ghost town of Dolomite the next time you are in the area." Visitors are requested to check in at the office upon

arrival, since conditions can change at a working mine.

In 1883, Dolomite was a siding on the newly-constructed, narrow-gauge, Carson & Colorado Railroad which served Owens Valley. Two years later, a camp developed (near Dolomite) near the base of the Inyo Mountains when the Inyo Marble Company began quarrying operations for dimension stone.

The exceptional properties of these extensive marble deposits had been known since 1862 when Henry Hanks, California state mineralogist, visited the region. In his sixth annual report, Hanks described it as "pure and white as the finest Carrara marble." Subsequent chemical examination proved it to be dolomite of the finest quality. Though good building stone was in demand, the remote location

and lack of transportation delayed the development of the deposits until the completion of the railroad in the valley.

"Inyo Marble" gained fame when it was chosen as the material to be used in Sharon Gate in San Francisco's Golden Gate Park; and as the facing for the Mill Building, San Francisco and the Stockton Public Library.

After many years of intermittent operation, the property was purchased in 1959 by Premiere Marble Products. Mining is accomplished by an intricate system of "rooms and pillars" which extend a quarter of a mile into the mountain-side. A number of deposits have been exposed and they produce dolomite marble in several colors which are crushed, screened and sacked at the dolomite plant. The final product is widely used

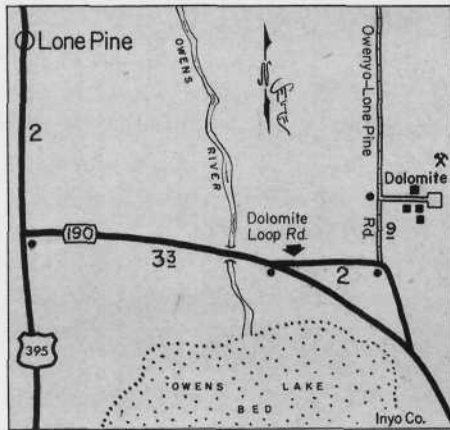
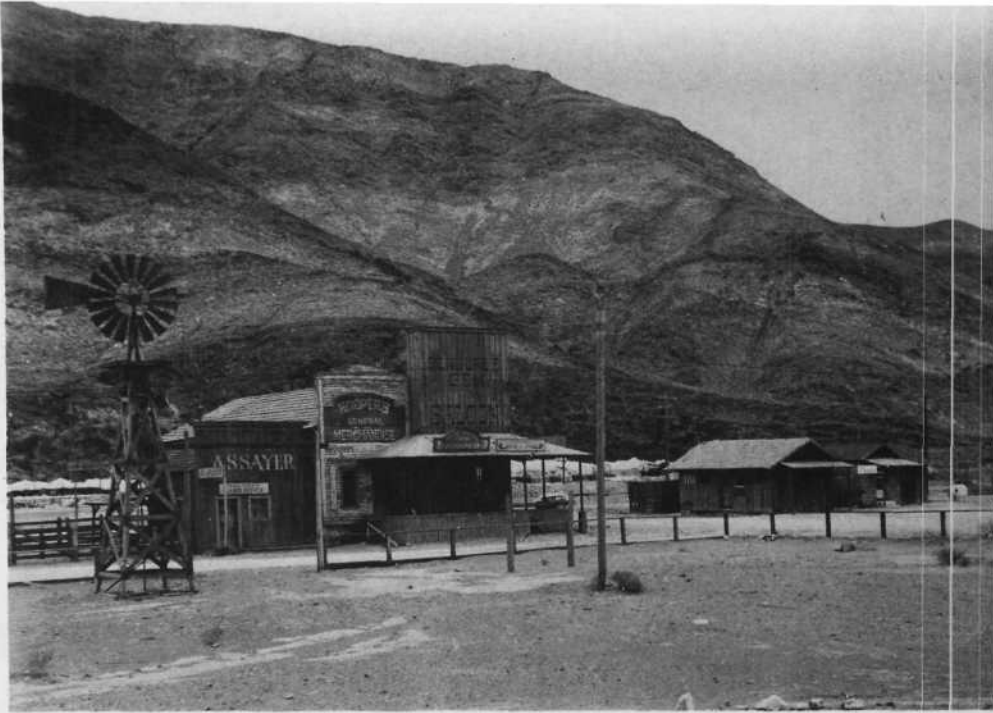


for terrazzo, roofing, landscaping and by the swimming pool and chemical filter industries.

Inyo Marble is used in the famous Hollywood Boulevard terrazzo sidewalk where names of the stars cast in brass blend into its surface. The floor of the Los Angeles International Airport has one million square feet of Inyo Marble.

Not to be outdone, Dolomite Ghost Town has attained fame as the setting for a number of successful motion pictures including *Nevada Smith*, *How the West Was Won* and *Oil for the Lamps of China*.

You will enjoy visiting this historic area with its photogenic ghost town and interesting mine operation. The open des-



ert will offer a choice of good campsites with magnificent views of the mighty Sierra Nevada Mountains.

Evenings will bring a canopy of silent stars above the shadow play of a campfire. The rustle of the wind seems to carry sounds of life from the old ghost town. Can they be the shrill laughter of dance hall girls or the dull clink of silver dollars at the gaming tables? No—it is just the Marble Ghost rattling her bones in restless abandon. □

*Originally an inn, the old saloon building (opposite page) has appeared in many movies. Photos on this page, from top to bottom; an overall picture of Dolomite Ghost Town, an adit into the marble mine which should not be entered without permission, uncrowded camping areas with the Sierra Nevadas in the background.*





*A favorite summer sport is packing into Sierra Nevada lakes such as Dorothy in higher elevations where golden trout lurk.*

Chalfant Press photo

# Recreation Unlimited Along 395

by Jack Pepper

**A**NYONE FOR camping, fishing, boating, water skiing, hiking, back packing, mountain climbing, horseback riding, picture taking, bird watching, collecting, prospecting, gold panning, museum visits, ghost town hopping, exploring—or just plain loafing?

All of these summer activities are available within the confines of two adjoining California counties which also boast the highest and lowest points of the contiguous 48 states. Mt. Whitney rises 14,495 feet above the valley floor and Badwater in Death Valley National Monument is 280 feet below sea level.

United States Highway 395 winds through Owens Valley along the eastern slope of the Sierra Nevada Mountains from the southern boundary of Inyo County to Bridgeport in Mono County—a distance of only 215 miles. Yet within these two counties (and Alpine County just north of Bridgeport) are 2,000 lakes and 5,000 miles of streams—all filled with hard-fighting and hungry fish. Depending upon location, the lakes and streams can all be reached from U.S. 395, either by passenger car, four-wheel drive, hiking or packing in by horse.

And this giant and spectacular recreational area is within easy driving distance of California's two major cities. Inyo Kern, just south of the Inyo County



*The green fairways of the golf course at Lone Pine are in sharp contrast with snow-capped Mt. Whitney in background.*

line at the junction of U.S. 395 and State 14, is 150 miles from Los Angeles. Bridgeport is approximately 300 miles from San Francisco.

On either side of U.S. 395, as it winds through Owens Valley and along the Sierra Nevada Mountain slope past bubbling brooks, lakes and fast-moving streams, are hundreds of passenger car roads leading to public and commercial camping grounds, hiking trails, packing stations and a myriad of other attractions.

The highway follows approximately the same route first cut by Mountain Man Jedediah Smith in 1826 and later by the Pony Express in 1860. It was also the route of Captain John Fremont who explored the area in 1834.

Many of the historic towns along the way were built as a result of the discovery of gold and silver a few years after the famous '49ers Gold Rush which started on the western side of the Sierra Nevadas.

One of these is Lone Pine, established in 1860 after the discovery of silver. Today, it is a modern, tourist-oriented community located 206 miles from Los Angeles and the gateway to Mt. Whitney Recreational Area and the fascinating Alabama Hills—a vast public recreational area administered by the U.S. Bureau of Land Management.

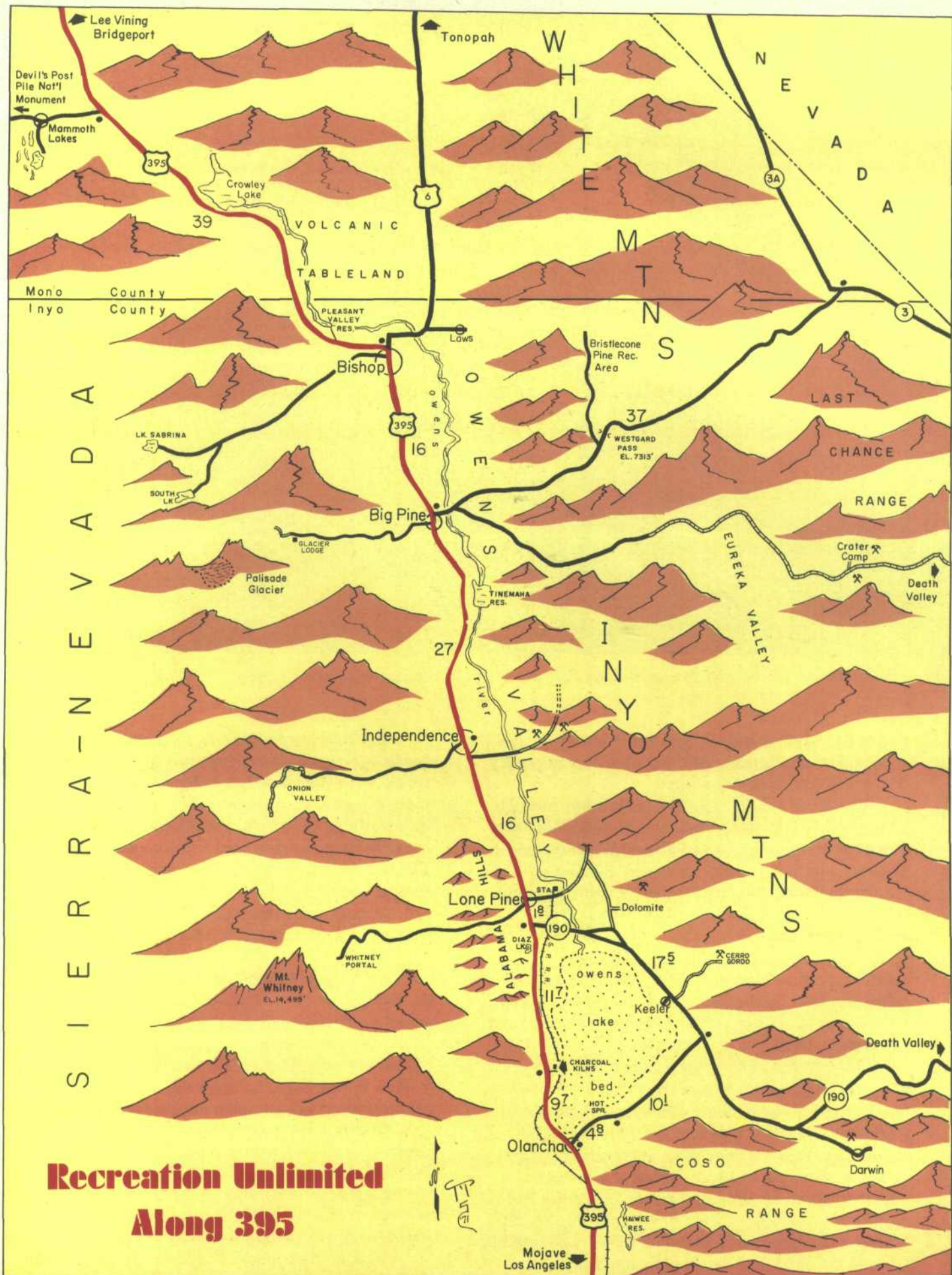
The Hills were named by local Southern sympathizers during the Civil War after a Confederate warship, the **Alabama**. Not to be outdone, Northern supporters named a community and mountain peak (now in Kings Canyon National Park) the **Kearsage**, after the Union man-of-war. The **Kearsage** sank the **Alabama** during a battle off the coast of France, June 19, 1864.

Arrangements for mountain climbing, either by back pack or horseback, plus guides and supplies, can be made in Lone Pine. An estimated 15,000 people made the ascent—or part way—up Mt. Whitney in 1970. Fishing trips into isolated mountain streams and lakes can also be arranged.

There are several interesting ghost towns and mines around Lone Pine. South of Lone Pine is historic Owens Lake. See articles in this issue about the area which is well worth the short trip.

Fifteen miles north of Lone Pine is the community of Independence and the Eastern California Museum, both of which are described in this issue. It is the gateway to Onion Valley and nearby is the Tule Elk Refuge, the Mt. Whitney Fish Hatchery and other points of interest.

Between Independence and Big Pine, a paved road parallels U.S. 395 for a short distance with



*One of the many side trips along U.S. 395 is the Petroglyph Loop (right) out of Bishop where ancient Indian writings can be examined. Badwater, the lowest point in the United States (280 feet below sea level), is in Death Valley National Monument, which can be reached from either Lone Pine or Bishop.*



Photo courtesy Bishop Chamber of Commerce

access to several creeks, Aberdeen and the Tule Elk Refuge.

Big Pine is in the heart of Owens Valley and the Owens River and is the gateway to the Palisade Glacier area to the west, and the Bristlecone Pine Forests in the White Mountains to the east. Bristlecone Pines are thought to be the oldest living things on earth.

Sixteen miles north of Big Pine is Bishop—another community offering complete tourist facilities and located in the hub of the Eastern Sierra Nevada Mountains. In addition to its many recreational attractions, Bishop is the home and resting place for the “Slim Princess”—one of the last of the old-time railroad engines. She is housed, along with many other western Americana and railroad objects, in the Bishop Museum at nearby Laws.

Just north of Bishop is the Pleasant Valley Reservoir. From this Reservoir south to the Los Angeles Aqueduct Intake between Big Pine and Independence, the Owens River provides some of the best fishing in the West. Although most of the mountain streams

Photo by Nicholas Kozloff



are inaccessible during the winter, there is fishing the year-round on this section of the Owens River.

For those interested in prehistoric Indian writings, some of the best petroglyphs found in California are easily reached by passenger car north of Bishop.

From Bishop, with an elevation of 4,140 feet, U.S. 395 climbs over the Sherwin Pass to the Mammoth Lakes area. Just past Sherwin Summit (elevation 7,000) is Lake Crowley—one of the most popular fishing lakes in California.

The lake is a reservoir for the Los Angeles Water Company and is open for fishing from May through July 31. Last year it was opened for the first time to water skiing during the month of August. The sport proved so popular at the Lake that it will again be opened during the same month for skiing this year.

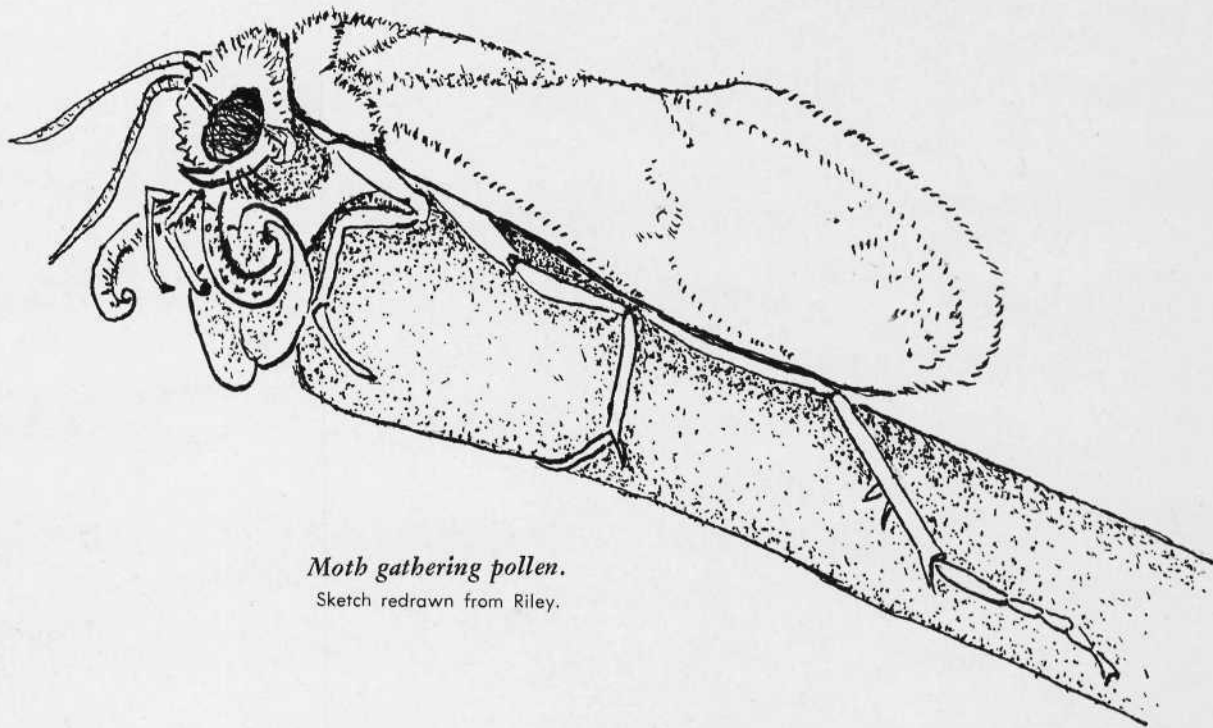
The Mammoth Lake area north of Lake Crowley is best known for its winter sports. However, it also is an excellent summer recreational site. There are numerous small lakes in the area, plus the unusual Devil's Postpile National Monument.

North of the Mammoth Lake area, U.S. 395 rises to Deadman Summit with an elevation of 8,041 feet, and then descends to the community of Lee Vining and Mono Lake. Although a beautiful body of water, no fish live in Mono Lake due to the high mineral content.

Eighteen miles north is Bridgeport, another resort community near the Nevada border and the gateway to many historic ghost towns such as Bodie and Aurora. From here, highways go west toward San Francisco or north to Nevada and Lake Tahoe.

More than a hundred years ago prospectors and explorers found their treasure trove of gold and silver in the Sierra Nevadas. Today, modern adventurers are discovering the new treasure is a recreational bonanza.

# The Mini-Moth



*Moth gathering pollen.*

Sketch redrawn from Riley.

## with The Mostest

by K. L. Boynton

© 1971

**O**NLY A little over a half inch long, the Yucca Moth proves that being small is no drawback at all when it comes to achieving scientific fame. Tending strictly to her own affairs, this little surprise package has intrigued scientists for decades.

What's this mini-moth in her simple white dress got that her bigger and showier sisters haven't? Plenty, as research continues to show. It all has to do with her role in a plant-insect team whose complex interrelationship lifts it far beyond the usual bees and flower routine.

The plant half of the team is the

*Yucca filamentosa*, whose great white bell blossoms are held high above the desert on a trunk-like stem up to 20 feet tall, thrusting upward from a base of stiff leaves. As is usual in flowering plants, the seeds of this handsome outsized member of the lily family are produced in the blossom. The main bulky portion of the seed develops in one part of the flower, pollen in another part, and they must be brought together if the seed is to become fertile.

Most kinds of flowering plants are cross pollinated, fertilized not by their own, but by their neighbor's pollen. This job is mostly done by

unsuspecting insects who get dusted with pollen in one flower as they push about for nectar, and accidentally carry it to the next. This old plant-insect association has been going on for some 165 million years, and both have evolved shapes and habits that make the system work better. It is also a very fine example of the neat way organisms are adapted to their environment, and to each other; a mutually beneficial situation which ecologists call symbiosis—a living together.

But, in all these run-of-the-mill cases, the insect is simply after food for itself or for the brood back home.

It visits many different flowers in the process, although bees may remain constant to one kind until that source of nectar is exhausted. Pollen pick-up and delivery are only accidental, the insect being an unintentional carrier.

But in the case of the Yucca Moth, the situation is different, and herein lies the basic reason for the scientific spotlight on this puny little white insect.

She is strictly a one-plant girl, never visiting any other kind. And food is not the reason for her coming to the yucca blossom. In fact, she doesn't eat at all in this, her adult, stage. She comes to yucca rather, to lay her eggs in a specific part of the flower that will be the nursery for her grubs. No blundering about getting dusted with pollen. Rather, she goes to a lot of trouble and hard work to collect it in one flower and then lug it to another. She herself gets no benefit from all this work. But her labors insure that her progeny, which she will never see, will have food.

It is in that magic time of year when the yucca is blooming, and the desert night soft and fragrant, that this little moth is abroad. Coming out of a half-closed blossom where she has been resting during the day, she flies to a flower that has just opened. She makes her way to the pollen producing part, and goes to work. For her unique task, her mouth has an entirely different equipment from the standard moth mouth which is usually a long tube that can be stuck like a straw into a flower and coiled up under the head when not in use. Her mouth parts have been modified into an efficient scraper-packer-and-carrier — just the right contraption for toting sticky yucca pollen. Working away, she shoves the pollen into a ball, and rolls it down under her head. Here it is gripped by a pair of carrying racks with spines on their inner edges that hold it securely in place.

Cargo loaded (and it's a big one — maybe three times the size of her head) she goes to another flower. Creeping into that part which will

contain the seeds later, she cuts it open with her lance-like egg-laying apparatus (most unusual in a moth) and by means of her long flexible egg tube, deposits several eggs right close to the beginning seedlets of the yucca.

But she is not through, yet. She sets about delivering her cargo of pollen to exactly the right spot, creeping to the top of a little funnel in the flower which has a cup-shaped opening. Working slowly and quite deliberately, she thrusts some pollen into it, packing it in and ramming it down tight. She takes a lot of time at it, moving her head back and

forth. Down at the bottom of this funnel are the seedlets which are just beginning to form. The pollen she is putting in, brought from another flower, will germinate and add that magic spark without which they would never become fertile.

Before long, the seeds are ripe, and the hatching moth grubs find food handy. After full growth, each bores its way out of the seed pod and lowers itself to the ground on a silken thread. Burrowing down, it spins a cocoon and begins that period underground during which its transformation into a moth will take place. Safe and snug in its chrysalis,

*Freshly opened yucca flower. Large ovule is shown in the center surrounded by petals. Each petal carries a stamen at the tip of which is the anther with its load of pollen. Photo by Dick Freeman.*



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*Different blossoms show position of moth at various stages of action: 1. gathering pollen; 2. egg laying; 3. delivering pollen; 4. resting position. 5. position when disturbed at rest.*

Artist sketch redrawn from Bergen and Caldwell.

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it must await the next blooming of the yucca when it will emerge as an adult to play its part in the old, old cycle.

Gentlemen Yucca Moths do not do any pollinating. Their role in all this consists of mating with the females and pottering about the blossom while the real work is going on.

This exceedingly complex relationship between the yucca and its moth never ceases to intrigue scientists. The botanists point to the funnel set-up in the plant as most unusual:



the germinating spot is so far below and the opening so peculiarly shaped that it will receive only the ball of pollen fetched to it by this one insect. True enough, the yucca has other types of insect visitors who come to it for nectar, but none of them can do the pollinating job. The plant is absolutely dependent on this particular female moth for perpetuation of its species.

The moth never lays her eggs in any other kind of plant, and the young grubs can't eat anything else but young yucca seeds. Without the yucca to provide food and a safe nursery site for the youngsters, the yucca moth tribe would die out. In turn, this moth is absolutely dependent on this plant for the perpetuation of its species.

The plant, rooted to the earth, waits. The moth, with the ability to get around, is the one who gets things done.

Looking back on what the moth did—what do we have here? An insect who went to a flower and laid some eggs. Well, other insects lay eggs in plants, too. But did she let it go at that? No, she went through a whole series of extra steps that netted her nothing but hard, hard work for herself.

Yet, each of these actions (gathering a ball of pollen, carrying it to an entirely different flower, and deliberately ramming it into the proper place) contributed to this result: the cross-pollination of the yucca.



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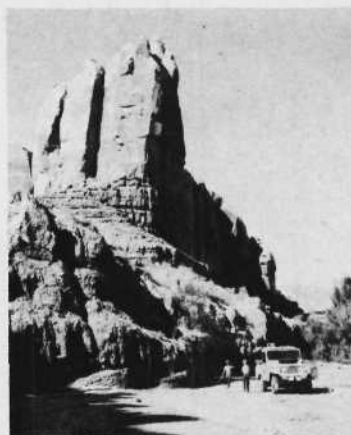
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# Mono County's Mines of Mount Patterson

by  
Betty  
Shannon



**T**HE FABULOUS Comstock strike did more than carve the Silver State from a sagebrush desert. Beginning with the summer of 1861, its riches set off a scramble to the rugged landscape of eastern California. Prospectors, buoyed by dreams of another silver bonanza, scratched and probed along steep canyon walls and across dry, windy slopes.

*Ruins of the Kentuck Mill (below) in Ferris Canyon. One of the miners' log shelters (opposite page) about a half mile beyond Belfort.*



Even the sheer chasms and barren summits of the Sweetwater Mountains proved no deterrent to the determined. Eventually, a number of locations were made in this range which lies just west of the California-Nevada boundary line in Mono County. The Patterson Mining District was named after the lofty peak that dominates the range.



*Tunnel entrance to the Ferris Canyon Mine with precipitous drop and canyon in the background illustrates problems miners encountered. Photos by the author.*

The first excitement was at Star City, located on a treeless, windswept plateau at an elevation of 8,700 feet. Several shafts were sunk through the surface shale, but the hopes of wealth proved ephemeral, and the camp was soon abandoned. All that remains now are a few stone foundations and bits of glittering glass, mostly obscured by sagebrush. In June and July, a rainbow garden of scarlet paintbrush, purple pentstemon and lupine, golden sulphur flowers and a variety of sunny composites carpet the rocky slope.

Two miles, by rough, twisting trail, farther up the mountainside at Boulder Flat, the camp of Belfort was established. Here a direct horizontal attack was made on the bare slopes of 11,600-foot Mt. Wheeler. Tunnels were punched into the mountain at several locations. But the hoped-for bonanza again eluded the silver seekers. Rusted ore buckets and fragments of other equipment dot the landscape, attesting to the miners' disappointment. Three of Belfort's cabins still stand, nestled in a picturesque setting at the base of the majestic peak.

However, it was across the precipitous Ferris Canyon, on its rocky north wall, that profitable pay dirt was finally struck. At this location the Kentuck mine was developed by driving two tunnels into the steep slope below an outcropping of a rich silver vein. To bring mining equipment into this nearly inaccessible place, a wagon road was chiseled across the slope's loose shale.

The route required a number of switchbacks as it snaked up the mountainside from the broad valley below. But rock slides plagued the road, the slippery shale doing its best to undo what man had built. However fortune did, at least, provide the mine with a supply of timber from a stand of pines growing on the steep slope. A mill was built nearby to process the ore. Before the Kentuck shut down in 1884, its production totaled \$500,000.

Stretches of the old wagon road have deteriorated to a foot trail. The mill shed, its rough hewn lumber weathered and aged to a golden brown, still clings tenaciously to the steep slope. Several hun-

*Continued on Page 44*

# Meteor Crater



by  
Pat  
Holmes

**M**EN WALK the surface of the moon, and part of their training program includes visits to areas with geological formations similar to ones on the moon. Meteor Crater in northern Arizona is one of these places.





Center of Meteor Crater is 570 feet below the rim (opposite page) which has a diameter of 4,150 feet. A path (above) leads down into the crater.

Resembling in size and structure the great craters on the moon's surface, it is three miles in circumference with a diameter of 4,150 feet and plunges to a depth of 570 feet. The rim towering into the sky dominates the landscape.

Here, thousands of years ago, a huge cluster of meteorites from outer space struck the earth. With the impact there was a cataclysmic explosion. Millions of tons of pulverized rock splashed out of the crater. And life—plant and animal—in the surrounding area for miles was destroyed.

The crater was known to white man in 1871. Many people thought it was of volcanic origin. The finding of meteorites in the area was a coincidence.

Mr. Daniel Barringer, a mining engineer, heard about the crater and believed it was made by a meteorite. He acquired the land in 1903 and formed a company to mine the metal.

First he dug trenches in the outer slopes of the rim. There, under the boulders which had been thrown from the crater, he found meteorites. Although it seemed convincing proof to him, it was not to others.

He went on with his work. Believing that the meteorite had come straight down (later it was deduced it came in at an angle), he sank a shaft in the center

of the crater. About two hundred feet down he was stopped by quicksand and water. He drilled many more shafts and found that to a depth of about 1,000 feet rocks from different strata were mixed together. Below that level the layers were undisturbed. However, there was no mass of metal. To have it generally recognized that the crater was gouged out by a meteorite mass from outer space took 25 more years.

In the museum at Meteor Crater there is a collection of meteorites and minerals. The fluorescent minerals are shown in the Chameleon Room. The exhibits range from ones on Indian culture—baskets and pottery—to a one-third scale model of a Lunar Module Apollo.

A recorded lecture on the history of the crater is heard in the museum and porch overlooking the crater. A second talk is given on Moon Mountain which is the highest point of the rim. A trail from the museum leads down to the crater floor and another three mile one winds around the rim.

The air conditioned museum is open all year from sunrise to sunset. There is a charge of \$1.25 for adults; children 50 cents; teenagers from 13 to 18, 75 cents. Meteor Crater is on a paved road about six miles south of Interstate 40 between Flagstaff and Winslow, Arizona. □



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### INDEPENDENCE *Continued from Page 19*

and the firing of salutes, the Stars and Stripes were raised over the new post. In honor of the day, Evans named the post Camp Independence.

The first permanent quarters for the men of Camp Independence were simple adobe structures which were destroyed in the earthquake of 1872. The following year, they were replaced by sturdy two-story wooden buildings of eastern architecture. When the camp was abandoned in 1877, all but two of the buildings were torn down. The hospital and the commander's house were salvaged, removed and reconstructed in Independence. Today, the hospital serves as a

*Once used to haul freight over the Sierras, an old wagon, now protected by the Eastern California Museum.*

comfortable residence and the commander's house, which has been redecorated in its original style, stands at the corner of Edwards and Main Streets. It is open daily to the public.

The site of Camp Independence and its small cemetery, however, stand on private property and can be viewed only from a distance. Two miles north of Independence, on a side road leading east from Highway 395, a bronze plaque marks the site of Camp Independence and its small cemetery.

In 1863, Thomas Edwards acquired Putnam's trading post and much of the adjoining land. On it, he laid out the valley's first patented townsite and named it Independence in tribute to the nearby cavalry camp. Edwards Street, (today's Highway 395), which passes through the center of the original six block square townsite, Thomas Edwards named for himself. The adjacent streets, he patriotically named for some of the great men of his country's past: Grant, Webster, Jackson, Clay, Washington and Crockett.

In 1866, Independence defeated the older settlements of San Carlos, Bend City and Kearsage to become the county seat of Inyo. Though not the oldest, one of the most important buildings is the county courthouse on Edwards Street. It is the fourth to be constructed on the same site. The first, which was completed in 1869, was destroyed in the earthquake of 1872. The second was lost in 1876, with 37 other buildings, when fire swept uncontrolled through the town. The third,

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Mary Austin, author of *The Land of Little Rain*, lived in this house which is now an Independence landmark.

which was far too small for the county's growing needs, was torn down and replaced by the present structure which has now stood for nearly 50 years.

On the side streets of Independence, west of the courthouse, are historic buildings which can be visited. At the corner of Center and Washington Streets is the Pioneer Memorial Methodist Church which was built in 1871. A century later, it is still used for worship services. Thomas Edwards' two room adobe cottage which was built in 1865, can be found on Market Street. It is the oldest house in Inyo County. Through the years, additional rooms have been added and the original thick adobe walls have been reinforced with wood siding. Further west on Market Street is the home of Inyo County's sensitive author, Mary Austin. Behind her well preserved farm style home is the land she described in her classic, *Land of Little Rain*, as "her neighbor's field." It is now the home of the Eastern California Museum where some of the most interesting regional lore of Southern California history can be found.

For those who wish to briefly relive the spirit of the west in comfort, a weekend in Inyo County and historic Independence will long be remembered. □

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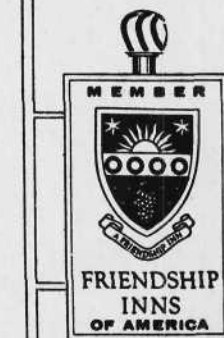
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**Calendar of Western Events**

*This column is a public service and there is no charge for listing your event or meeting—so take advantage of the space by send-in your announcement. However, we must receive the information at least three months prior to the event. Be certain to furnish complete details.*

**JUNE 30-JULY 5, PORT HUENEME HARBOR DAYS**, Port Hueneme, Calif. Events include parade, carnival, fireworks, boat rides, art festival, beauty pageant, Navy ship tours, etc.

**JULY 2-11, ALL ROCKHOUNDS POW WOW CLUB OF AMERICA Annual Show**, Jefferson County Fairgrounds, Madras, Ore. Dealers, field trips, camping. All rockhounds welcome.

**JULY 3, COMMERCIAL HALL DEDICATION** as a Nevada State Historical Marker, Jarbridge, Nevada. Chuck wagon feed and dance.

**JULY 3-5, TEHACHAPI MOUNTAIN FESTIVAL**, eighth annual event includes a parade, air show, western dances, etc. Camping and

trailer parking available. Write P. O. Box 34, Tehachapi, Calif. 93561.

**JULY 3-5, ANNUAL CACTUS & SUCCULENT SHOW** sponsored by the Cactus & Succulent Society of America, Los Angeles State and County Arboretum, 301 N. Baldwin Ave., Arcadia, Calif. Free admission. Write William Lockwood, 2481 Las Lunas St., Pasadena, Calif. 91107.

**JULY 4, FRONTIER DAYS CELEBRATION**, Blanding, Utah. Parade, games, fireworks.

**JULY 12-17, INTERNATIONAL SYMPOSIUM** on Useful Shrubs of the World's Dry Lands, Utah State University, Logan, Utah. Write Dr. C. M. McKell, Utah State University, Logan, Utah 84321.

**JULY 23-25, JEEPERS JAMBOREE**, 19th annual event for **FOUR WHEEL DRIVE VEHICLES ONLY**. For applications for two-day and three-day trips write P. O. Box 308, Georgetown, Calif. 95634.

**JULY 23-24, PIONEER DAYS CELEBRATION**, Monticello, Utah. Parade, rodeo, fireworks.

**JULY 25-27, INDIAN DANCE FESTIVAL**, Mission Santa Barbara, Santa Barbara, Calif. Five performances daily. Authentic dances by colorfully dressed Indians from Arizona. Dancers have performed throughout the world.

**JULY 30-AUG. 1, APPLE VALLEY POW WOW DAYS**, 24th annual event sponsored by Apple Valley Chamber of Commerce this year will honor the American Indian. Parade, western events, etc. Write Chamber of Commerce, Box 1073, Apple Valley, Calif. 92307.

**AUGUST 8, ANNUAL SHADE PLANT SHOW** of the American Begonia Society, Gem & Mineral Building, Ventura County Fairgrounds, Ventura, California.

**AUGUST 28 & 29, GEM and MINERAL SHOW** sponsored by the Santa Ynez Valley Club, Veterans Memorial Building, 1745 Mission Drive, Solvang, California.

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by Hans Baerwald

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# Snug as a Bug



# Indian Style

---

by  
Elizabeth Beebe

---

**A** FEW YEARS ago my husband and I attended some prize fights in Reno between the Golden Gloves champions from Nevada and contenders from the the nearby Paiute Indian Reservation. As we made our way through the noisy

and packed wooden building toward the ring I saw my first "Huba" cradle boards.

Propped up against the side wall of the hall was a row of wicker cradle boards, each containing a little Indian papoose. Their mothers were somewhere in the throng of shouting fight enthusiasts, but apparently the Indian babies couldn't care less. Not one of the children were even fussing or crying!

They all appeared oblivious to the noise or proximity of passing feet. Each was blanket-wrapped and securely laced into its own "Huba"—some were asleep, others looked out of big, dark round eyes contentedly. As it was my first introduction to the fact this was merely the ordinary way of life of local Indians, the sight made an indelible impression on me.

I live now almost at the foothills of the High Sierras near Bishop, California, where a Paiute Reservation borders on the town's limits. Here the Paiute children board the school buses to attend the public schools while many mothers and fathers are employed in state and county projects as well as general businesses.

This all results in the acculturation of the Indian and the white man.

However, many of the Paiutes maintain some of their ancient customs and one most important one is the making of the Hubas for their papooses. I had imagined from pictures the papooses were done up so tightly they could not move or even cry. But not so. I have seen many since that first shock at the Golden Gloves fights and I know now that the papooses are just too comfortable in their Hubas to ask for anything more.

As a result of the Indian renaissance, the white man is beginning to appreciate the culture and crafts of the American Indian—and some white mothers have discovered the value of the cradle board.

For a first-hand look at cradle boards and other crafts, I suggest you attend the annual Tri-County Fair which will be held in Bishop this year from July 8 through July 11. However, do not expect to casually buy a cradle board, as they are scarce—and expensive—due to the expert craftsmanship and length of time it takes to make one.

First, toward winter the Indians must gather loads of willow branches. Each branch is assiduously scraped so not a single vestige of the brown covering is left on it. The stout branches are kept out for the base of the Huba while fine thin stalks are peeled off for the weaving strands when the core of the branch is removed.

Then beginning at the bottom, the weaving is done from side to side "with stalks sticking out in all directions" as one Indian woman told me. The weaving proceeds upwards bending the bottom larger stalks into a fan shape to take care of the papoose's middle, then taper-

ing toward the top where the head will rest.

The sides are now firmly woven so the whole bottom is solid and keeps the papoose's back straight. A "kawnapu" or sort of bonnet is woven separately and fastened down to each side as a protection over the papoose's head. As no two Hubas are ever exactly alike, individual designs done in colored yarn are often woven on the bottom and also across the rim of the bonnet. Straight lines for boys and diamond-shaped lines for girls indicate the sex of the infant.

As this background on the construction of a Huba indicates, cradle boards are expensive, some costing more than \$200. On the other hand, they can be used for a year or more, and afterwards kept as cherished heirlooms which become more valuable in time. And—since they never wear out—they can be used years later for the grandchildren.

Although the basic form of the cradle board remains the same today as it was centuries ago, there has been some modernization. Whereas the earlier Indian babies were cuddled on rabbit skin blankets and covered with deer skins, they now lie on foam rubber mattresses and are wrapped in soft baby blankets.

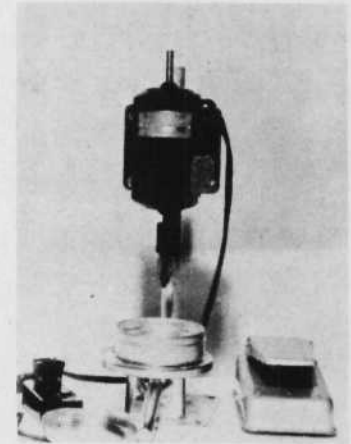
Also, their mothers no longer carry the Hubas on their backs with straps across their foreheads. Instead, they lay the cradle boards on the back seat of their car when they go shopping and then, carrying the Huba into the store, they fit it into a market basket as they select the white mans' food.

So the merging of the old and the new has reached the ultimate. As for the little papoose, snug in his Huba, he doesn't have a care in the world. □

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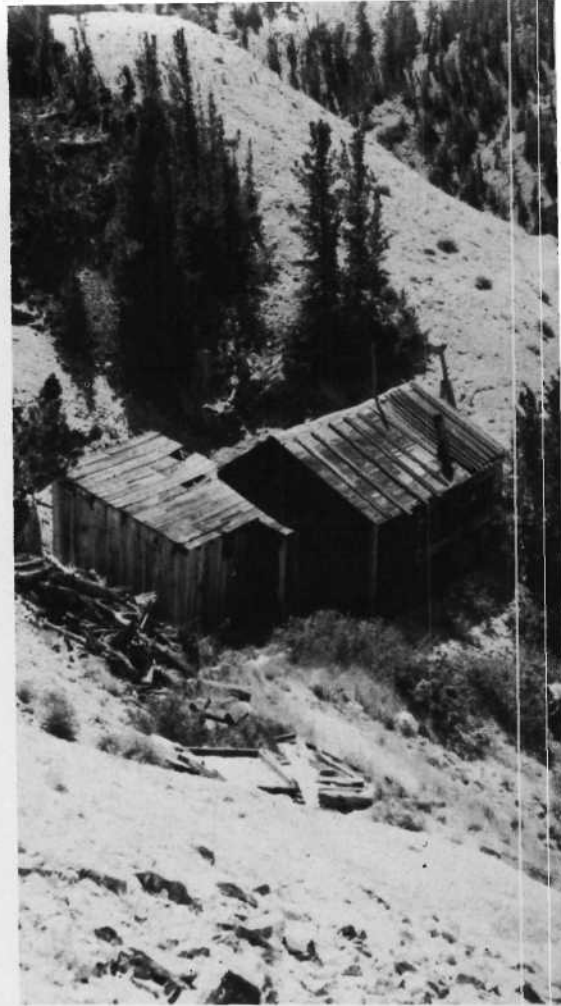
*Continued from Page 34*

dred feet farther up the trail is a cluster of log and frame buildings, the remains of the Kentuck camp. Piles of rubble indicate the collapse of several cabins, but one of the sturdier structures provided shelter for occasional prospectors up through the 1930s.

One Ferris Canyon prospector, with a flair for free verse, penciled his thoughts on the cabin wall. "When the moon comes over the mountain, I am alone but happy, and carefree as a man could be," he wrote.

Although the Kentuck had been worked out, the richest and most extensive body of ore still lay embedded deep within the Sweetwater range. The Patterson Mining District's most prosperous chapter had not yet been written.

The vein of the Kentuck mine was picked up again on the north side of the adjacent canyon and, in the 1920s, was developed as the Silverado mine. A modern mill was constructed on a slope just above the canyon floor. Only its bare,



concrete foundation remains today, like giant steps ascending the hillside. When the mill was torn down, redwood planks from its settling vats were salvaged and used to build gates at a cattle ranch in Sweetwater Valley. A boarding house and office were built near the mill in Silverado Canyon. Mounds of rusted cans indicate the boarding house site, while a reinforced concrete vault marks the office building site.

The mine was developed at four levels, all well above the canyon floor. At one time, the miners daily hiked a steep, narrow trail to the tunnels, but noonday meals were served from a cook shack which was located at the main upper level. There was also a preliminary processing mill at this level.

Narrow gauge tracks were laid on a ledge carved from the loose shale mountainside, linking the tunnel entrances. During the downslope trip to the upper level mill, more than one loaded ore car was lost by a hapless miner. Twisted, rusting wreckage still litters the canyon bottom.

The partially processed ore was conveyed by a spectacular 2,500-foot long aerial tramway to the main mill below. Silhouetted against the sky, the tram-

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*The rugged terrain of the Mt. Patterson Mining District is illustrated in this photograph of a cabin perched on a hill in the Kentuck mining camp area.*

ing Pan, Ferris and Silverado Canyons.

This area is reached by driving north from Bridgeport, approximately 18 miles on State Highway 22. At the Sweetwater Ranch turn west on a dirt road. A sign there indicates Silverado Canyon, four-and-one-half miles. About one-half mile from the highway, just beyond a stock gate, the road forks. The north fork, a good dirt road, continues on to Silverado Canyon.

The south fork, an old stage coach trail, leads to Star City. Pickup trucks are advisable for this trip as two creeks must be forded and the road deteriorates progressively as it ascends the steep slope to Star City. From Star City to Belfort and beyond, four-wheel-drive is required. Additional side roads and trails lead to other abandoned cabins, prospect holes and streamside campsites.

The road to the Kentuck mine, which commences in Silverado Canyon, is now closed to vehicular traffic, but visitors may still hike into the area.

Under the Antiquities Act of June 8, 1906, federal law prohibits the destruction or taking of artifacts from historically significant sites. Here, as at many other places, vandalism is becoming an ever increasing problem. Visitors are urged to look, not loot, so that all who enjoy our frontier heritage may have the opportunity to view these remnants of the past. □

way's tower still stands, an impressive monument to the past, near the tailings from the upper level hill.

Power for the mine operation was generated at Dynamo Pond on Green Creek, nine miles south of Bridgeport, the Mono County seat, and transmitted by a thirty-two mile line. It was this same generator that had previously provided the power for the mill at Bodie. The Bodie line was the world's first long-distance transmission of electric power. In 1926, the Silverado mine was Mono County's leading silver producer. The mine was closed in 1938.

The Patterson Mining District lies within the boundaries of the Toiyabe National Forest. There are no improved campsites in the immediate area, but there is ample space, open and uncrowded. This is high country, from 7,000 to over 11,000 feet. Even in summer the days are never hot, the nights can be frosty. Pinon, juniper and mountain mahogany forest the lower slopes, stands of Whitebark pine struggle to survive just below the timber line. Streams, icy and pure, flow from perennial snowfields near the summits, first meandering through meadows of lush grass, then plummeting down into the rugged Fry-

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by Glenn and Martha Vargas

## GARNET: It Is Not Always Red

**W**Henever GARNET is mentioned, most people think of a red gem. It is true that most garnets found in popular jewelry are red, but they also are known in all colors except blue. Many of the colors are rare, and this is probably the reason they are little known.

Garnet is a mineral that has many varieties. All types of garnet crystalize in the cubic system, but strangely, none form cubes, but instead a twelve or twenty-four sided figure derived from the cube. The twelve-sided crystal (the dodecahedron) is the most common, and is shown in the illustration.

Garnet has a strong tendency to form crystals. Many times it will crystalize around huge pieces of other minerals. We have found garnet enclosing feldspar to the extent that the feldspar was forced to conform to the shape of the garnet crystal, and become an integral part of it.

Chemically, garnet is a silicate of two metals. These metals are usually any of the following—iron, aluminum, magnesium, calcium, manganese and chromium. Basically, each variety is a combination of two of these (plus the silicate), but each of these metals can partially substitute for the others, so seldom is a garnet found that contains only two. This gives the mineral its great possibility of variation.

There are six basic varieties of garnet. The most popular and best known is pyrope, a deep brilliant red. The name is from the Greek—*pyros*, meaning fire, and alludes to the color. Pure pyrope would be colorless, but it always gains its color from a small impurity of chromium. The present supply of pyrope is from the Navajo Reservation in Arizona. It was once very common in Czechosla-

vakia, which produced the small gems for the brooches of our great-grandmothers.

The next most popular garnet is almandine, a purplish-red, but not as deep as pyrope. The name comes from the city of Alabanda, an ancient city in Asia Minor where the first gems were cut. This type of garnet has been popular for men's rings. Many are cut as cabochons (dome-shaped stones). Others are cut cabochon on top, and faceted beneath, a type of cut that is very brilliant and wears well. Most of the world's supply of almandine comes from India, with small amounts from other localities. Some localities produce almandine that has unique inclusions. The best known of these is in Idaho, where some of the crystals will cut into a cabochon showing a star-like set of reflections.

Most of these are four-rayed stars, but sometimes are six-rayed. The star is the result of many fine needle-like crystals lying closely parallel. In the four-rayed star the needles cross at near 90 degrees, while in the six-rayed star, they cross at 60 degrees. If the gem is cut with its base parallel to the plane of crossing, a luminous star will be seen moving across it when it is handled.

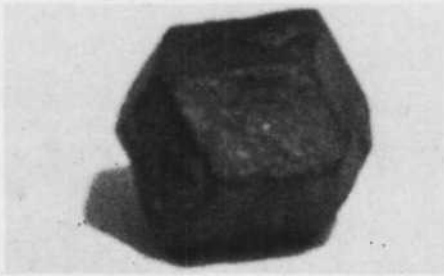
Rhodolite is a mixture of two parts pyrope and one part almandine, and is a beautiful violet color. The name is from the Greek—*rhodos*, meaning pink. This type of garnet has been steadily gaining in favor since a recent discovery of fine material in Tanzania, Africa. Before this find, very small pieces came from North Carolina and Australia.

The remaining varieties are little known, and produce many of the unusual colors. Grossular is found in greenish, orange, amber and pink. The name is from the Latin for gooseberry; the first crystals were found in Russia and looked much like the greenish fruits. An orange color is most common and is known as hessonite. Until recently, the finest hessonite was from Ceylon. Now very fine crystals have been found in Canada, and small amounts come from Baja California, Mexico. A unique form of grossular is found in The Transvaal, Africa. It is not crystalline, instead being massive and resembling jade. It has been commonly called transvaal jade. It comes in two colors, a beautiful medium green, and a deep pink. Both colors (sometimes found in

the same piece) are cut into fine limpid, nearly transparent gems.

Spessartite is orange, red and brown. The first crystals were found near Spessart, Germany, thus the name. This variety has a higher brilliance than the above, and makes fine gems. The orange color is probably the best, but red gems are excellent, though deep in color. Today's supply of spessartite is limited, with the best locality being Brazil. At one time fine clear crystals came from Virginia and California, both localities being nearly exhausted.

Andradite is another variable colored garnet, and was named for a Portuguese mineralogist named d'Andrada. Its colors are green, yellow, black and various shades and mixtures of these. The black is called melanite. Even though its crystals are very brilliant, it has little place



*Twelve-sided dodecahedral crystal.*

in jewelry, but has been used as mourning stones. Melanite has been found in California and some European localities. The yellow is known as topazolite, but the name is unfortunate as it can be confused with another mineral, topaz. It is found in Italy.

The green material, known as demantoid, is the most valuable of all garnets. Andradite is the most brilliant of all garnets, and demantoid has the ability to break light into the colors of the spectrum, thus making it a wonderful gem. The greatest drawback is that pieces are nearly always small, with gems over 1/8 inch being very rare. Demantoid is always associated with asbestos, and always carries inclusions of it, known as byssolite. These inclusions resemble a horse's tail. In the vernacular of the gem dealer, "If it does not have a horsetail, it is not demantoid." The finest demantoid comes from Russia, but a new supply, in small amounts, is from Italy.

The rarest and least known of all the garnets is uvarovite. It was first found in Russia, and was named for a Russian, Uvarov. This garnet is found only in

chromium mines, and its fine green color is due to chromium being one of the metals that compose it. This garnet is not considered a gem material as the crystals are very small, seldom larger than 1/6 inch across. If the crystals were large enough to be made into gems, it would compete with emerald. The green color, resulting from chromium, is interesting. This is the same element that makes pyrope red. This is not easily explained, but there is a difference between the two. In uvarovite, the chromium is one of the two basic metals, whereas in pyrope it is only a partial substitution.

The wide diversity of colors of garnet, especially within each variety, is due to the easy substitution of one metal for another. The extreme diversity of andradite is due to aluminum, manganese or magnesium substituting, at least in part, for the normal calcium and iron. A slight substitution will make a great change, and even effect the brilliance of a gem.

These substitutions give us marvelous color variations, but they tend to give the gem cutter some problems. Most garnets contain many cracks and inclusions of foreign matter that give troubles during cutting, and adversely effect the gem. The color of some of the red varieties is usually so deep that only small gems will pass enough light to let us see the color. These undoubtedly account for the fact that good garnet gems are seldom inexpensive.

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# Letters to the Editor

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## The Desert Is For All . . .

After waiting for my "dander" to return to its normal level after reading Mr. Hansen's letter "Motorcycle Rampage" in the April issue, I find that Mr. Riley has beaten me to the punch in rebuttal in the Letters Page in the May issue.

In a recent issue of *West Magazine*, the Sunday supplement of the *Los Angeles Times*, a valid point was made by Mr. Swede Carlson. I can't recall his exact quote, but it to the effect that "one rainstorm or one sandstorm will do more damage than a million bikes." As a long-time desert visitor and a short-time cyclist, I must agree.

My family and I put in many years of hiking before we got our trail bikes. Old habits of "bringing home more trash than we took" are not unbroken simply because we traded shoe leather for knobby tired rubber.

From personal experience and returning to formerly visited areas, we have seen evidence that motorcycle tracks are quickly erased by natural occurrences; i.e. wind and rain.

I, like many other cyclists, feel that noise is our biggest enemy and perhaps Mr. Hansen was unduly upset by the noise of all those unmuffled two-stroke bikes. There is a saying among those of us who are concerned about this problem: "Less sound—more ground." If your magazine can help to spread this slogan, then many of us will be in your debt.

A very small percentage of bike riders in the desert would deliberately do harm to the terrain if it were an area of scenic or ecological importance. Some areas have been designated as open areas by the Bureau of Land Management to be used (but not abused) by off-road vehicles.

I have been in contact with the Bureau of Land Management and I find that there is a plan for use of the desert by all interested parties, from pack packers to jeeps and dune buggies.

There is room for all of us and we must realize that each group or individual has a legitimate claim to our desert areas—if the group or individual does not abuse that privilege.

I am not an eloquent person or great speak-

er, but if this letter could be directed to parties on both sides, perhaps it could help us to a mutual understanding.

WARD CRUMBIE,  
Downey, Calif.

*Editor's Note: Mr. Crumbie, in his last paragraph, belittles himself. Until such time as we can approach the ecological problems and controversial incidents of our desert in an objective manner and stop the name branding of groups or vehicles, we will not make any progress.*

*As DESERT has constantly pointed out: it is not the group or vehicle, but rather the individual behind the wheel that is responsible. Mr. Hansen, Mr. Riley and Mr. Crumbie all have the same objective: to be able to enjoy the desert in their own individual way and not disturb others. It is only through the expression of our views that we can eventually solve the problems—and save our desert areas.*

## Piles of Letters . . .

"Someone has been took . . . some old-time pharmacist will be glad to identify it. Too bad it isn't a gold nugget."

"Send the 'strange object' to a proctologist—I think he can tell you what to do with it."

"No, Virginia, this is not a surveyors plumb bob . . ."

"I thought the days of the snipe hunt and badger game were gone—but you have provided another one . . ."

*Editor's Note: In the Letters Page of the May issue we printed a picture and a letter from a reader about a "strange object" he found in Kern County. The letter was printed in good faith and it is evident from our ignorance of the identity that both the author of the letter and we healthy desert rats at Desert Magazine have no problems for proctologists. Thanks to the dozens of readers—a few of whose excerpts we print above—for helping us identify the "strange object."*

## Forbidden Canyons . . .

I find your magazine interesting and refreshing. Though not a native of the desert I have visited many of the places described and the articles give a little deeper insight to what I have already seen.

Particularly, I address this letter to the April

### Kino Land Lease

Relative to *Sands of Babia Kino* in the April issue, we have received numerous queries from readers wanting to lease beach property at Kino Bay. The author, Phyllis Heald, suggests those interested write to the Chamber of Commerce at Hermosillo and request a list of the real estate agents handling the property. Address letters to: H. Carmara d' Comercio, Hermosillo, Sonora, Mexico.

issue's "Forbidden Canyons" of Anza-Borrego. The author deplors the fact that Carrizo's beautiful canyons cannot be viewed by the public because our military used it as a bombing range and now will not clean it up, i.e. remove all the scrap and unexploded ammunition.

Perhaps this is a blessing in disguise. "It's an ill wind that blows no good." I, too, would like to see this place after reading Mr. Cowan's description. However, it is the many visitors and their machines that are upsetting the balance of nature in our national parks. Perhaps there should be some wild areas left where man is forbidden. Perhaps there should be one place where man intervenes to prevent man's further intervention of nature!

C.E. RAKES,  
Millbrae, Calif.

## Good Trip . . .

Last March our family decided to follow the suggestion of Mary Frances Strong and spend a weekend at the Summit Dry Diggings. It was one of our most enjoyable trips. We met three other families who also visited the area after they read the article in the November, 1970 issue of *Desert*.

We watched one man working a dry washer and he was successful in getting gold dust and even some larger flakes. The desert was covered with wildflowers and there was peace and serenity all around. Thanks to Mary Frances Strong—we plan to follow her trips often.

MRS. RITA KIRSTEIN,  
Carson, Calif.

## Annie's Canyon . . .

Cannot help but remark on the contents of the May issue. The quantity and quality of the articles are excellent. During the "sixties" I felt the magazine had deteriorated, but it has improved a great deal in the past year.

Incidentally, if Jack Pepper (Page 59) had asked Art Greene (former river runner and now owner of Wahweap Marina) he would have found out that Art named Annie's Canyon after one of his daughters. Also, the natural arch on Page 58 is generally known as the Devil's Potty.

ROBERT H. VREELAND,  
Hawthorne, Calif.

## Wants To Trade Seeds . . .

Last summer I drove through the deserts of California, Arizona and New Mexico. I stopped frequently along the way to examine the plants, but did not find any wildflower seeds. Would any of your readers be interested in exchanging seeds of desert wild flowers for Kentucky wild flower seeds?

J. W. SINGER,  
Singer Gardens

Stamping Ground, Ky. 40379.

*Editor's Note: Although it is forbidden to pick wildflowers, possibly some reader would like to trade cultivated wildflower seeds from his own garden with Mr. Singer.*

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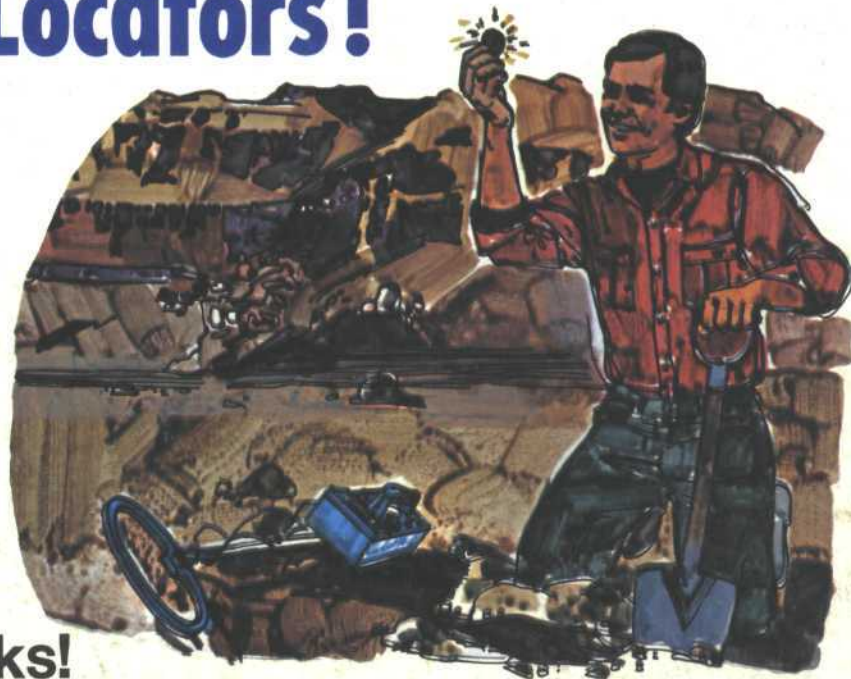
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